

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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NAVPERS-O

NOVEMBER 1953



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NUMBER 441

VICE ADMIRAL JAMES L. HOLLOWAY, Jr., USN

The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN

The Deputy Chief of Naval Personnel

CAPTAIN WREFORD G. CHAPPLE, USN

Assistant Chief for Morale Services

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LCDR F. C. Huntley, USNR, Editor

John A. Oudine, Managing Editor

Associate Editors

LT A. P. Miller, Jr., USNR, News

David Rosenberg, Art

Elsa Arthur, Research

French Crawford Smith, Layout

G. Vern Blasdel, Reserve

• FRONT COVER: SUBMARINE crewman smiles broadly for Navy cameraman as he starts to climb out of after-battery hatch.

• AT LEFT: PACKED ICE gives way as Navy icebreaker, USS *Atka* (AGB 3), 'breaks trail' to Resolute Bay, Cornwallis Island, on resupply mission to northern all-year weather stations.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.

SONAR SPELLS HELL BELOW

FIRE ONE—Sonar can be made to serve offensively and defensively to help cause or prevent action shown above.

EVERYONE, it seems, talks about the submarine menace; the Sonarman does something about it.

Sound is the weapon he uses, and with it he is constantly making the ocean depths a more difficult place for an enemy submarine to hide.

There are good reasons for Sonar and the Navy's Sonarman is Number One on the electronic hit parade. German submarines during World War II managed to tie up more than 1,300,000 men with their raids on Allied convoys. At one time during the early years of the war, the marauding U-boats had the leaders of this country staring down at their crossed fingers as shipping losses mounted steadily. In all it took 100 billion dollars—not to mention many lives—to conquer the German under-sea menace.

Good enough reasons, if no others existed, for the Navy to keep its good ear close to the sea and spur on its advances in underwater detection. Detection—that's the key word in anti-submarine warfare. Submarines must first be found if they are to be sunk and that is where the sonarman and his equipment enter the stage.

Sonar is not a complete entity unto itself.

Like most electronic marvels, it's the human operator behind the wires and tubes that makes it count. The responsibility of diagnosing each sound plucked from the depths by the sonar equipment rests squarely on the shoulders of the sonarman. He must determine the importance of each sound that appears on the video or audio equipment.

Upon him rests, in short, the safety of his ship and to a great degree the safety and efficiency of the Navy in its fight against the submarine.

What kind of a man is he? How is he selected, trained, and how and where does he serve?

The majority of SO strikers come out of two Fleet Sonar Schools, one located at San Diego, the other at Key West, Fla. Applicants for the schools generally are selected from

recent graduates of recruit training and must have a combined GCT/ARI score of at least 110, plus an interest in sonar. Each must also pass a Sonar Pitch Memory test to determine his adaptability for distinguishing "pitch" differences in sound.

Strikers from the Fleet supplement the recruit graduates and must possess substantially the same qualifications.

Although they are Fleet Schools, San Diego and Key West are equivalent to BuPers Class "A" and "B" schools. The basic course at each is 24 weeks and begins with a refresher course in basic math and electricity, plus an introductory plunge into basic electronics.

Part of the remaining 16 weeks is spent in becoming familiar with the various types of sonar gear he will be expected to operate and the material problems he will encounter in maintaining his equipment. The acid test comes during the last three weeks of the course which he spends at sea in daily operations on live submarine "targets."

Graduation day finds him designated an SOSN and prepared to pass

**Sonarman Serve On, Over and
Below Ocean's Surface
As Vital 'Ears of the Fleet'**

the examination for SO3. He must, of course, meet the other qualifications required for advancement—time in rate, progress tests, and the recommendation of his commanding officer.

And so he goes to sea. Maybe he'll draw an ASW vessel, generally a DD, DDE, or DE. Or he may request and receive duty with an aviation unit. In this case he will be attached to an ASW aircraft squadron and fly as a sonarman in a helicopter or in an airship attached to a "blimp" squadron. Aviation duty entitles him to hazardous duty pay.

After six months at sea on an ASW surface vessel, he also becomes eligible to be one of the "hunted" rather than the "hunter," that is, he can request submarine duty. There are additional qualifications for this duty which can be found in *ALL HANDS*, December 1952, p. 44. Submarine duty also brings with it hazardous duty pay.

Regardless of where he is sent, the future is promising. The sonar rating, because of its comparative newness (it originated as a branch of the radioman rating during World War II) is at present wide open for advancement through the various enlisted rates to commissioned status for those who can qualify. As fast as he can prove his ability—and his eligibility permits—he can advance.

Once in his assigned billet, our sonarman who has learned most of the mechanics of his rating at school, now begins to see its actual place in the scheme of things. As an operator

he takes on a task little publicized, but very important. He will be the first to contact the enemy hidden beneath a shield of water.

As he learned at school, detection of a submarine at sea can be accomplished in several different ways: *Radio Direction Finding*, called "DF"; *Electronic Counter Measures*; or "ECM;" *Radar*; *Sonar*; and *sight* or visual observation.

"DF" is useful only when the sub uses its radio; "ECM" is useful only when the enemy submarine uses its radar. Sonar is available against the completely submerged submarine. Others apply to the surfaced submarine or to a sub cruising at periscope or snorkel depth.

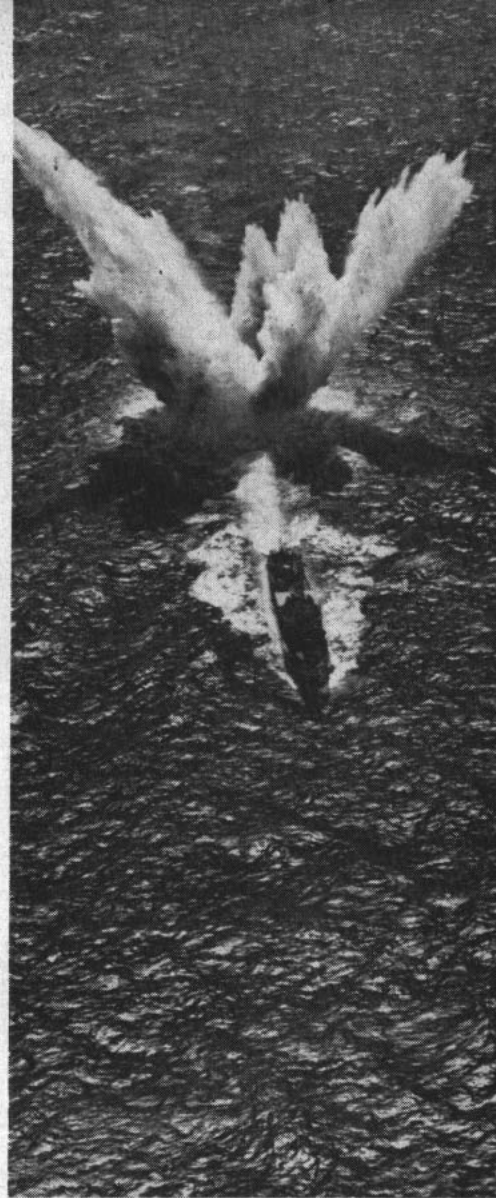
Modern submarines generally attack while submerged so the sonarman becomes a key man. His ears or eyes will be the first to detect a contact and his judgment at the moment can determine whether the ship will taste blood or fall short in its duty to protect the convoy it is escorting.

But there is even more to it than that. *Is it* a submarine? How far away is it? What is its bearing? Is it stationary or is it moving? If moving, in what direction? How fast? What is its depth? All these questions must be answered by the sonarman.

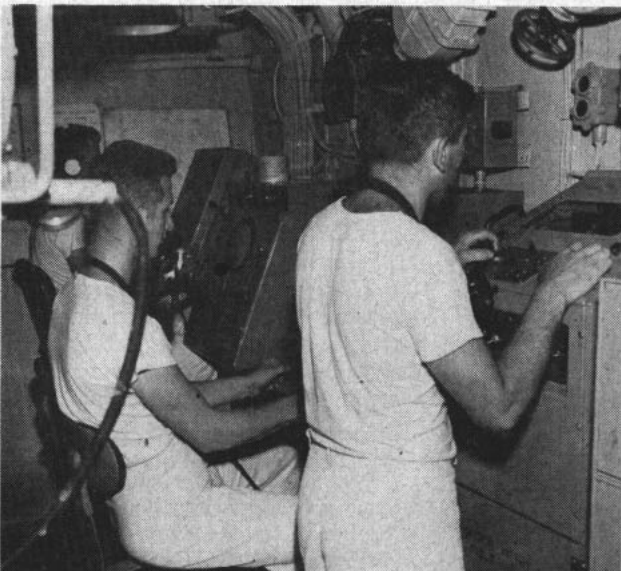
How does sonar equipment give him the answers?

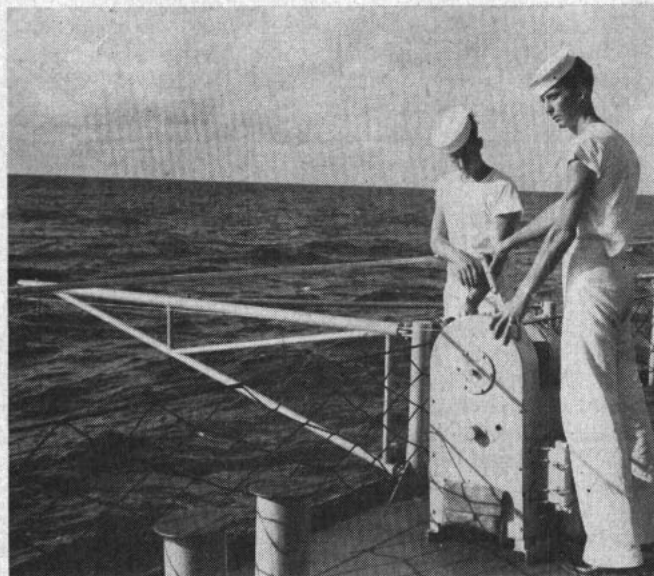
Briefly, there are two sonar techniques. One is termed *passive* or listening; the other *active* or echo-ranging.

Passive sonar obtains information



DEPTH CHARGES (at right) aim for target found by sonar. Below: sonar students plan attack in sea-phase class.





BATHYTHERMOGRAPH (B.T.) slide is checked by student (left). Sailors 'stream' B.T. which tells water temperatures.

by picking up the sound generated by the submarine. Active sonar obtains information on the sub by echo ranging or "pinging" on the submerged submarine.

The passive gear, in its simplest form, is an underwater microphone called a "hydrophone" which projects from the hull of the searching ship ready to pick up any sound transmitted through the water (just as a regular mike picks up sound passing through the air.)

Passive sonar can be omnidirectional or directional but provides only a general bearing and an estimate of range. Experienced sonarmen can identify targets with considerable accuracy by the characteristics of the sound source. Submarines are equipped with listening or passive sonar and surface vessels can use their echo-ranging equipment for listening.

Active sonar equipment consists of two types—"searchlight" and "scanning."

- **Searchlight**—Sound is transmitted in a desired direction in the form of a beam by means of a transducer lowered beneath the ship's keel. The direction of the beam is controlled by training the transducer. The sonarman listens for a returning echo indicating that his transmitted sound has been reflected by something, possibly a submarine.

- **Scanning**—Sound is transmitted in *all* directions at the same time. The equipment intermittently changes from a transmitter to a receiver to pick up the returning echo. Once switched to a receiver, it is capable of giving a bearing and a range on the target.

It isn't always this easy. There is a lot more to it than just sitting fat and happy bent over a hot sonar stack waiting for a returning echo. There are many pitfalls to avoid.

To transform a simple hydrophone from which sonar originally was developed into a piece of equipment

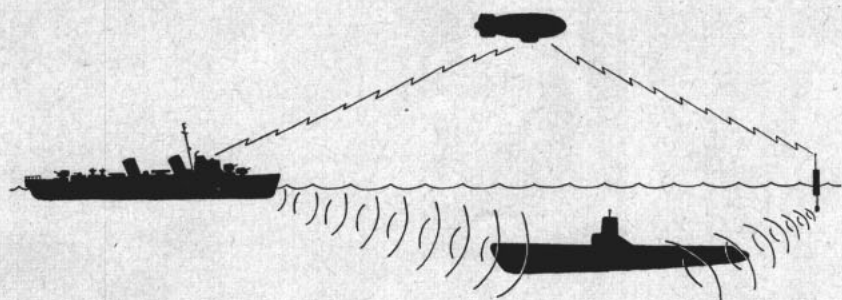
capable of detecting faint sounds and producing the bearing, range, and depth of the target is a complicated process. The electronic equipment needed to produce such results is complex, and consequently the maintenance problems are difficult.

So the sonarman must be trained to make adequate repairs of an emergency nature and do the important maintenance work that helps eliminate the necessity of emergency jobs. BuPers expects that the future will see the sonarman doing more and more of the "nuts and bolts" of equipment repair, instead of being purely an operator.

From an operational point of view, there are other things to give the sonarman a big headache. He must learn to identify and keep on file in a special niche in his memory the various noises that fill the depths, so he won't confuse them with the real thing. The sounds that a school of fish make or the noises made by shrimp (they sound like a piece of cellophane being crumbled) could distract him from the one he is looking for—the slow pulsating beat of a submarine's screws.

A false alarm that brings crewmen tumbling from their bunks in the dead of night to stand by depth charges, will leave them with a sour feeling for the inexperienced sonarman. It won't improve the captain's outlook on life either.

Nor must he let a submarine become a whale to him. Distinguishing the false from the true is not always easy. An additional problem is that



WORKING TOGETHER, sonarmen in surface ships and lighter-than-air craft, with help of sonobuoys, can pick up noise of submerged sub and localize it.

presented by the many thermal layers at different depths in the ocean. These layers of alternating cold and warmer water are capable of offering resistance to the out-going "ping" and can produce a shielding blanket over the sub which defies penetration by the "ping." The detection of the sub becomes almost impossible.

People with musical ability are often very good at distinguishing between various sounds. During World War II, a famous orchestra leader went into sonar work and proved to have an amazing ability in detecting different sounds and determining if an object was coming or going.

Sonar isn't restricted merely to tactics against submarines. The best lookout can't see an underwater mine. But the sonarman can readily detect such stationary obstacles in the water. A sonarman at a land-side harbor defense station can help prevent enemy subs from penetrating a harbor. A sonarman serving in a submarine can pick up a reef or other obstacle in unfamiliar or poorly charted waters.

Sonar possesses great versatility in underwater detection. During the beach landings on D-Day when the Allies invaded Normandy, the invasion waves were led by small naval scout craft equipped with "beach-obstacle locators," an echo-ranging device whose recorders traced the outline of the beaches, tipping off the presence of mines, fencing and underwater obstructions. The sonar locators did such a good job that demolition teams were able to clear



INSTRUCTOR (far right) keeps an eye on students at sonar training device, which finds range of enemy submarine and tells when to fire torpedoes.

large beach areas quickly before the landing craft came in for landings.

The airborne sonarman has his own special equipment with its associated problems.

Lighter-than-air activities have been experiencing, like the rest of the Navy, a renewed emphasis on ASW work. The work of the blimps, for instance, in recent fleet exercises assures them a valuable place in convoy protection, coastal patrol and anti-submarine patrols.

The sonarman is a recent addition to airship crews. The "dunking sonar," carried by blimps and heli-

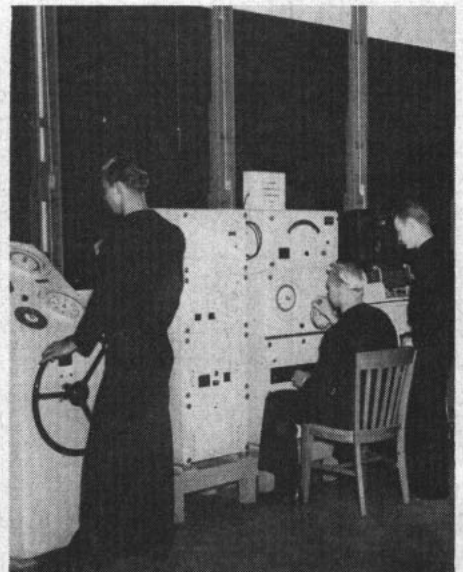
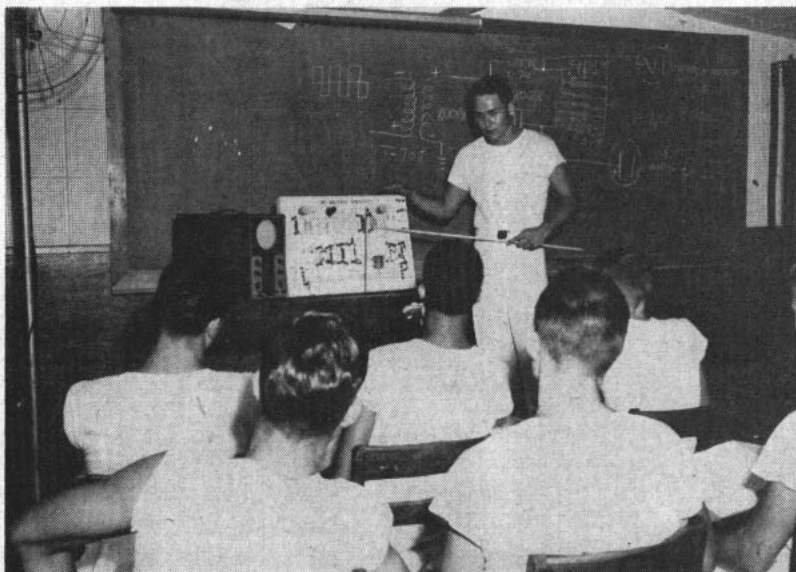
copters, is a listening gear dragged through the water on lines hanging from the low-flying craft.

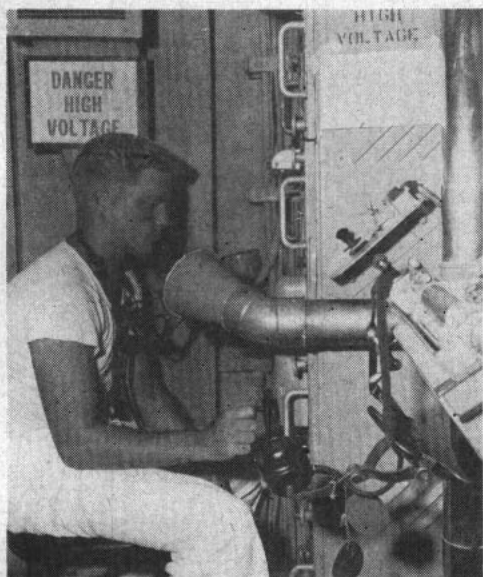
Aircraft and helicopters also carry sonobuoys. Dropped from a low elevation, a sonobuoy can pick up and broadcast the noise of submerged sub screws to a hovering blimp, helicopter or ASW plane.

Still another development is the "magnetic locating device," an improvement of the Magnetic Airborne Device used during World War II.

But for all of these refinements in sonar detection, the submarine can still pose a big problem. The world's

CLASS in elementary electronic circuits is a 'must.' Students (right) are in an attack teacher demonstrator.





ABOARD training ship, student (left) operates sonar stack. In class, sailors make special radio receivers.

Oceans are broad and deep and the effective range of sonar and other devices to detect submerged subs is still less than the distance a submarine's torpedoes can travel. The first sign of a submarine's existence can still be the sound of a torpedo.

This brings us to some thoughts about yet another type of sonarman—the sonarman who sits at his stack in a submarine itself.

Actually, in submarines the sonarman's job is not too different from an SO's duties on an ASW vessel except in application. In the submarine he listens for surface enemy ships or perhaps the more deadly ASW submarine lurking in wait for

him. Or perhaps it will be the ticklish job of "conning" the sub through a mine field while submerged.

In the approach stage of a submarine attack on merchant convoys the sonarman serves as a guide. Many times a submarine will fire her torpedoes at a target without surfacing or raising her periscope.

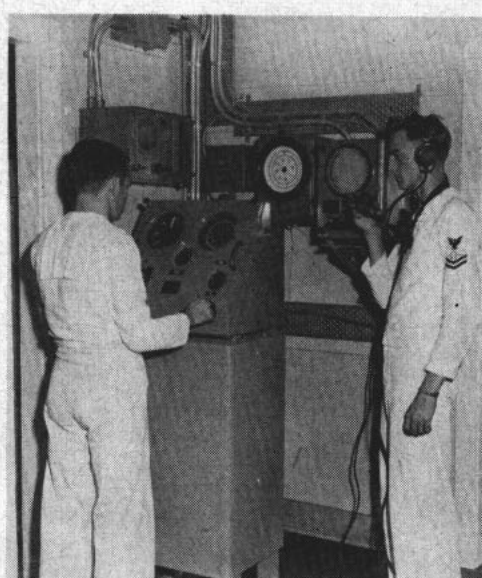
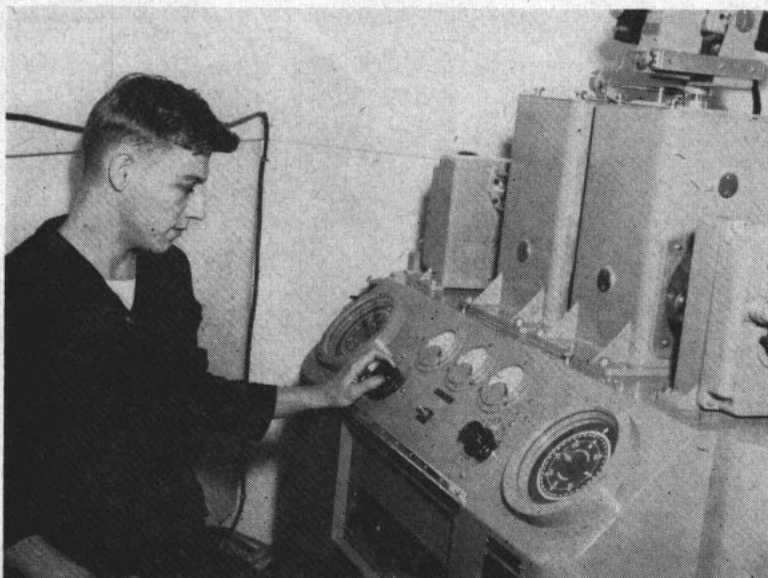
Or perhaps the Sonarman's billet will be one of the new ASW "killer subs," which lie in wait at a harbor entrance for raider subs attempting to pick off a forming convoy. Under such circumstances the sonarman is the skipper's ears and eyes. On him depends the success of the attack.

The sonarman's job means hours

and hours of "looking." It calls for patience, keen perception, calmness. "Ping . . ." Nothing. "Ping . . ." Nothing. For every "find" there are hundreds of hours of waiting.

But whether the sonarman is doing duty on a fast-moving destroyer or escort vessel, in one of the awkward-looking but effective blimps, or deep in the ocean within the hull of a submarine itself, he is a key figure in defenses against submarines.

Enclosed in the confines of the sonar shack, sitting, waiting, listening to the monotonous pinging from the stack beside him, he is the "Ears of the Fleet."—Howard Dewey, ENC (SS), USN.



SIMULATED attack is made by student (left) in attack teacher. Sailor operates control console ASW panel.

NSD Wraps Them Up Ready to Go—Anywhere

PACKAGING an anti-aircraft gun for a cruiser or readying electronic parts for use above the Arctic Circle is all in a day's work for the preservation and packaging sections of Navy supply activities.

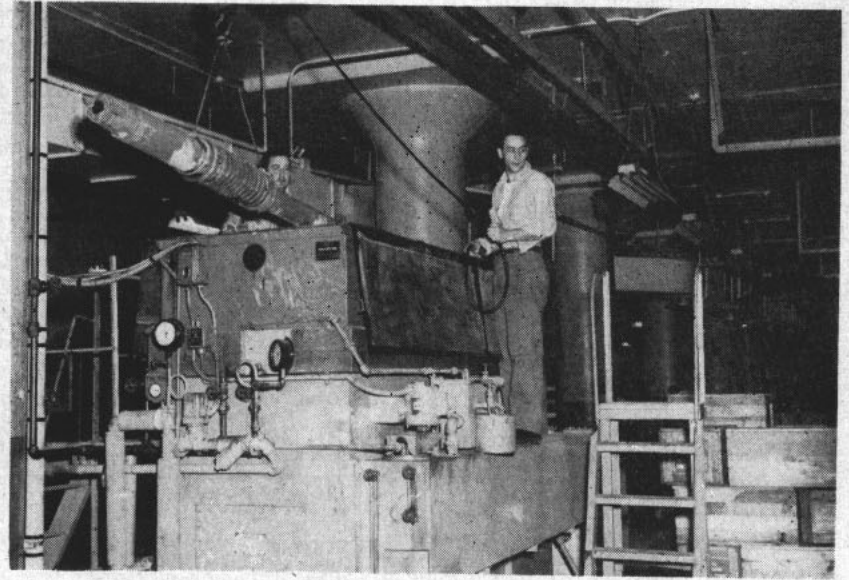
Some 6000 employees are involved in these operations. They are scattered throughout the Navy—from Scotia to Pearl Harbor, from Oakland to Bayonne. Their job is to insure the prompt, safe shipment of Navy equipment wherever needed. They must also prepare equipment for storage.

Let's take a look behind the scenes at one of these activities—the Bayonne, N. J., Naval Supply Depot.

Here, more than 300 men and women stand ready to grease or degrease Navy machinery, to pack equipment in resilient cushions, coat articles with plastics or seal them in air-tight containers. They can make articles resistant to the heat of the tropics, to sub-zero cold, mildew, corrosion. They can "mothball" equipment for days or for years.

Bayonne's packaging section was started in December 1941 with eight employees. Now it has 223 men and women handling the packing and shipping of Navy material and household effects belonging to Navy families on the move.

The preservation section at Bayonne began operations early in 1944 with five civilians and three naval



WORKMEN ready 20-mm gun barrel for immersion in 'degreasing tank.' After barrel is cleaned, it'll be dipped in 'preservative,' wrapped for shipment.

officers. Now 142 people carry out the task of preserving Navy goods for storage or for shipment.

Bayonne's biggest package to date contained a 16-inch gun. The smallest consisted of optical screws so tiny that they were weighed, not counted.

The most ticklish problem at Bayonne involved a set of radioactive tubes sensitive enough to affect the accuracy of airplane instruments just by their presence.

Ranking as the sections' most troublesome problem—combining both security and packaging—was a payroll of two and one-half million dollars in silver and paper money headed for an overseas destination and the inevitable pay line. With guns ready, a Marine guard accompanied the packages to the pierhead where they were loaded aboard ship.

You'd be pretty safe in saying these supply outfits can tackle just about any packing or preserving job.



CONVEYORS carry packaged shipments past inspectors. Right: Men spray tractor-crane scheduled for shipment.

Midgets and Baby Subs Join the Fleet

ONE of the trends in submarine design today is toward new classes of submersibles that are medium-sized, small or even minuscule.

New tactical concepts of under-sea warfare have created a need for a more maneuverable boat. One large element in the designers' thinking is the fact that the smaller the submarine, the less easy it is to detect. The smaller the "target area" presented, the tougher it is for an anti-submarine force to pick up the sub.

What are some of the submarines, built or building by the U. S. Navy, that follow this trend to smallness?

Development of Attack and Counter-Attack Weapons Means a Well Prepared Navy

- The first radical post-war change in submarine design was the construction of three "killer submarines," the "K-boats," K-1, K-2 and K-3. Each is 196 feet long and displaces about half the tonnage of a fleet-type submarine. A K-boat is an enemy submarine's own worst enemy—a killer sub that can seek out and destroy enemy submarines

submerged. They are designed for this type of hide, seek and kill combat operation beneath the surface because of the sensitive sonar equipment installed aboard and the particular type of torpedoes they carry.

- The submarine's traditional target—enemy combat and merchant vessels—will face something new in submarines too. They are the fast-attack *Tang* class boats—a recent development resulting from the need of a submarine of somewhat smaller dimensions incorporating lessons learned during World War II.

The 268-foot *Tang* (SS 563), along with her sister submarines, *Trigger* (SS 564), *Trout* (SS 566), *Harder* (SS 568), *Wahoo* (SS 565) and *Gudgeon* (SS 567) are tear-drop shaped and designed to carry more punch in less space than any of their underwater predecessors. They will be able to do all that any attack submarine can do and do it faster. More important, they will be able to do it at great depths.

- But there is something even smaller in submarines under construction at a civilian shipyard in Groton, Conn., where two single-screw 131-foot "T-class" training submarines are taking shape. Not since the "B-class" of 1907 has the Navy built anything of comparable size or with a single screw. The nearest to them was the "D-class" commissioned in 1909.

The T-boats are designed to furnish the U. S. Navy with anti-submarine warfare information. In short, how easy or how difficult is it for a sub to elude the "hound-dog" tactics of anti-sub forces bent on her destruction?

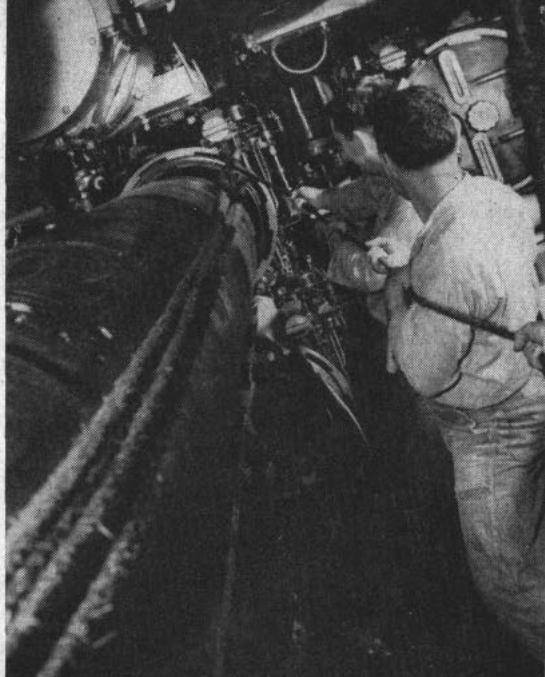
Each T-boat will displace about 250 tons. It will have a diesel-electric drive for surface and snorkel cruising and will be powered by batteries for operating submerged.

The T-boats will introduce some drastic changes in operation of the bow and stern planes and steering controls. This is a change made necessary by the small crew the T-boats will carry.

A single "joy-stick" control unit will operate the bow and stern planes to control depth, diving and surfacing procedures, and steering. The joy-stick affair, similar to that found in large aircraft, is operated

MIDGET SUBMARINE—SST-1, smallest submarine built for Navy since 1907, slides down ways after her commissioning. She'll train anti-submarine forces.





DOWN THE LOADING HATCH goes a 'tin fish'. Right: Torpedomen prepare to load 'tin fish' into torpedo tube.

by a "pilot" who sits facing forward with the stick immediately in front of him. By thrusting the stick forward or aft the pilot places angle (through electro-hydraulic mechanisms) on the bow and stern planes. This action in turn causes the planes to "bite" into the water and change the depth of the submarine.

Rudder control is obtained with a wheel mounted atop the joy-stick. This arrangement allows the one-man operator to change course as ordered by the skipper who "conns" the vessel from the periscope when submerged or from the bridge when surfaced.

A change in speed is obtained by engine-order-telegraph, also handled by the pilot who rings up the speed desired. An engineman or electrician in the motor room of the sub controls engine or motor speeds. The T-boat will carry a single torpedo tube forward—the sub's only armament.

The 14-man crew will consist of one lieutenant as commanding officer, one lieutenant (junior grade) as engineering officer and 12 enlisted ratings: one QM1, one TMC, one ET2, one RD1, one RD2, one CS2, one EN1, two EN2s, one EM2, one EM3 and one HM1.

Although design requirements allow little room for it, comfort is also a consideration in the T-boats. Each will carry an electric range for preparing meals, and adequate refrigeration and chill boxes for keeping perishables for days.

Toasters and the inevitable cof-

fee maker will top off the galley equipment. A mess table or counter seats four men. A bunk for each crewmember is provided with a foam rubber mattress and an individual bunk light.

The T-boat's compartments are to be painted in a green-gray and yellow-gray. Compartments will vary in color to relieve somewhat the monotony of the submariner's life and dispel the feeling of living inside of a pipe.

Lighting is with fluorescent lamps

which spot-light applicable gauges and controls. This type lighting will eliminate the old overhead lamps that flooded the center of the compartments with a glaring light and left the corners dark shadows.

To counter any build-up of humidity and the heat generated by the multitude of electronic and electrical equipment, air conditioning will be a part of her auxiliary machinery and is expected to keep the boat cool and the crew happy under normal operating conditions. Air is



SUBMARINE'S WORST ENEMY—K-3, one of the Navy's post-war 'killer' submarines, is designed to seek out and destroy submerged enemy submarines.



CREWMAN operates phones while another studies for advancement exam. Right: Guitarist relaxes while off-duty.

obtained through the snorkel intake mast when the boat is snorkelling or on the surface. Ventilation blowers will circulate the air through the boat.

To keep the crew warm in winter weather, when cold drafts of air are sucked into the boat by the diesels, the interior will be heated by electric air heaters.

Physical characteristics of the T-boats are a little different in a structural sense from the usual subs as they only have two water-tight bulkheads. One watertight bulkhead separates the forward battery compartment from the torpedo room. A non-watertight bulkhead separates the control room compartment that contains the joy-stick controls and periscope station from the forward battery. The after battery compartment and control are also divided by a non-watertight bulkhead. The second watertight bulkhead separates the after battery compartment from the engine spaces in the after end of the boat. Under the battery compartment's longitudinal deck are the battery cells for underwater propulsion power and above are living spaces including the galley and bunking spaces, shower and head.

Ballast and auxiliary tank arrangements are just as unconventional. There are four main ballast tanks for diving the boat. They are arranged inside the pressure hull in horizontal and saddle-type tanks. (Fleet-type subs have outer "skin" tanks.) Forward and after trimming

tanks are at the extreme ends as usual.

Two escape trunks at each end of the T-boat will allow the crew to escape in the event of disaster. These escape hatches will double, as usual, as access hatches.

- A submarine, now in the mock-up stage, called the X-1 will be even smaller than the T-boats. It is a midget sub and will be manned by four men.

The midget sub won't be much larger than one of the torpedoes fired by her larger sisters. Length is expected to be less than 40 feet, about the length of a single compartment of a World War II fleet type submarine. She will displace a bare 25-tons.

The midget's flat topside deck will give her a seal-slick appearance that will aid her in penetrating mine fields and harbor defense nets without snagging warning alarms. All protuberances will be streamlined or, as with the scope and snorkel breathing tube, retractable. This streamlining should also help her to escape detection on the surface from enemy radar. Her low free board, probably not over two or three feet, will barely project above a moderate sea. Because of her low lying hull she will probably be conned from inside with the aid of the periscope. She will carry two scopes, one of which will pierce the hull directly in front of the pilot-operator, the other being a fixed bright night scope. The scope eyepiece will remain in a fixed position but the barrel of the

scope will be free to rotate through a 360-degree sweep.

Inside X-1 will be found almost everything seen on a normal size sub—but in miniature. The usual propulsion, electronic devices, air conditioning and purification units will be present. Her operative gear—steering, bow and stern planes—is expected to be similar to the joy-stick arrangements found on the T-boats.

Life aboard the midget for the crew and possible UDT passengers, (underwater demolition teams) will be a matter of sitting or lying quiet in order to conserve oxygen and to avoid painful contact with head-knocking valves.

With its hull jammed with essential equipment, there will be few of the luxuries found on larger subs, such as showers and washing machines, although she will have a hot plate to warm coffee, soup and emergency type rations. A wash-basin and head will also be included along with two bunks in the forward compartment where escape trunk hatches will also be located for UDT members to exit.

The X-1's missions will be the penetration of nets, minefields, harbors and shallow-water channels for mine laying and setting demolition charges to unsuspecting enemy ships and installations by UDT members she will carry.

The midget subs made their debut during World War II, when the British and Italians used them with good effect. The Germans tried hard

but ran out of time. Much of their earlier efforts were wasted on one-man controlled torpedoes that the pilot rode jockey fashion. The end of the war caught them with their midgets still undeveloped.

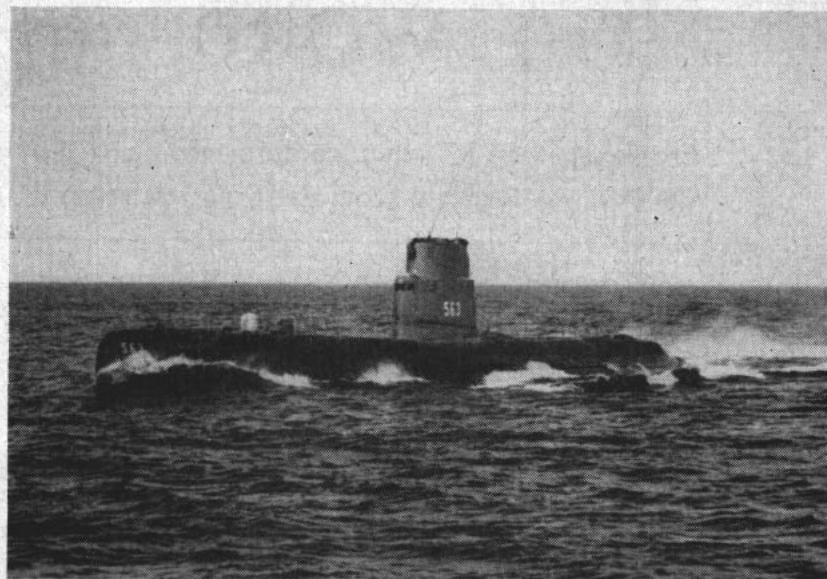
The Japanese navy first used them at Pearl Harbor and later at Lingayen Gulf against our fleet. A similar type was put into mass production by the Japanese as an anticipated underwater "kamikaze" defense against our expected invasion of the homeland. The Japanese midget was never successful in any of its attempts.

The Japanese midget was about 30 feet long and carried a 700-pound explosive charge in its nose. A cockpit amidships housed the one-man suicide pilot.

Hundreds of these midgets were discovered at a Japanese navy yard.

It was the British and Italians who made out with the midget subs. Three British midgets crippled Germany's 41,000-ton battleship *Tirpitz* in a shallow 60-mile-long Norwegian fjord where she had holed up following bombing attacks against her. Recently the British loaned the U. S. an improved model called the XE-craft which was used in evaluation tests conducted at the U. S. Naval Base, Norfolk, Va.

The Italians, using midget subs also, and human torpedoes, sank or damaged 150,000 tons of Allied shipping and ripped the bottoms out of the British battleships, *Queen Elizabeth* and *Valiant*, as the big



USS TANG (SS 563) is tear-drop shaped, fast-attack submarine. In time of war, Tang-class submarines might concentrate on enemy combat, merchant ships.

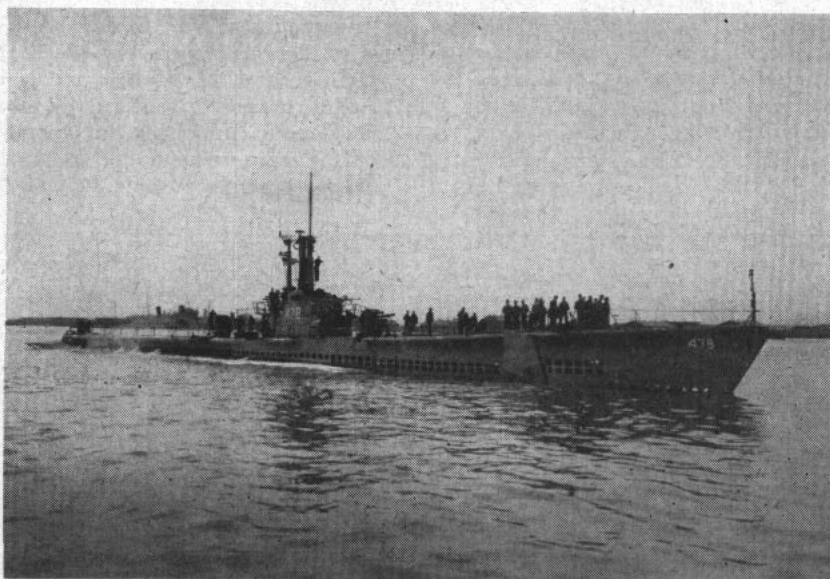
ships lay at anchor in Alexandria Harbor, Egypt. The British were able to keep the results of the attack secret and the Italians never capitalized on their success.

The French presently have a modified version of a German midget which has an electrically operated torpedo fixed to the outside of the hull. This midget can drop to a depth of 225 feet and cruise at four knots. It has a top speed of 10 knots. More recently, an 18-ton French midget was engaged in net and minefield penetration exercises in conjunction with U. S. Fleet op-

erations off the Virginia coast.

While some classes of submarines are growing smaller, this of course is not true of all submarines. The primary class of submarines, the attack type, is larger than the World War II prototype, and the most recent submarines authorized tend to be even slightly larger than the *Tang* class.

Whatever their size, submarines are playing an ever increasing part in today's Navy. From nuclear power to new type fuels, from 2500 tons to 25 tons, they represent a fighting force to be reckoned with.



NAVY SUBMARINES undergo constant modernization. USS Cutlass (SS 478) is shown before and after vital streamlining.

THE WORD

Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **HOUSEHOLD GOODS** — If you are now stationed overseas and you took your full weight allowance of household goods with you under the old, less restrictive regulations, don't panic—you'll now be able to bring them all back again expense-free.

This is specifically provided for in a section of the Department of Defense Appropriations Act of 1954, passed by the 83rd Congress, which states that officers in your category may bring back their household effects from overseas according to the same weight allowances which they took them out of the country.

Under current regulations, officers of the grade of lieutenant commanders and above and warrant officers are limited to 9000 pounds net weight. (Since enlisted personnel and officers junior to LCDR have weight allowances less than 9000 pounds, they are not affected by the regulation.)

In order to qualify for the exception to the 9000-lb. net weight limit however, you must have been originally ordered to your present overseas duty station prior to 10 July 1952 (when the weight limitation went into effect). What's more, you must be ordered back to the States after 1 July 1953.

For example, a captain who under the old regulations was allowed to ship 11,000 pounds net weight expense-free to his new permanent overseas duty station, will now be able to bring back the full 11,000

pounds net weight if the duty station he is leaving is outside the continental limits of the U. S., or in Alaska, and he is ordered back to the U. S. after 1 July 1953.

Before Congress eased the 9000-lb. net weight limit in this manner, naval officers caught with lots of heavy baggage overseas—or elsewhere—had to sell or otherwise dispose of the excess poundage, or ship it to their new duty station at their own expense.

There will be no change in the net weight allowances now in effect for officers below the rank of lieutenant commander and enlisted men. Here's a rundown on them in case you've forgotten:

Lieutenant and W-3 warrant officers, 8500-lb.; lieutenant (junior grade) and W-2 warrant officers, 7500; enlisted personnel, E-7, E-6 and E-5 pay grades and E-4 with seven or more years' service, 4500; enlisted personnel of pay grade E-4 with less than seven years' service, 3000; and aviation cadets, 400.

Weight allowances for temporary change of station remain as before. For full details, see Joint Travel Instructions, Sec. 8001.

• **MOVIE OPERATORS**—Navymen trained only in the use of movie machines in instructing or in recruiting duty are *not* authorized to act as Navy Motion Picture Operators aboard ship or at a shore station.

This word has come from BuPers

and should dispel any confusion on the subject. The brief training received in the course at Instructor School, the Bureau states, is not sufficient to qualify a man to operate and maintain the intricate (and expensive) machines.

Only graduates of the Naval Training School for sound motion picture operators are so designated and thus become eligible for extra compensation.

Details of the BuPers directive, BuPers Instruction 1510.23, will be included in a future change to *BuPers Manual*. For the requirements for a qualified motion picture operator, refer to *BuPers Manual*, Art. 7415.

• **DOCTOR SHORTAGE**—A sharp drop in the number of Navy physicians and dentists on active duty is now being felt around the Fleet, especially at continental shore activities.

The reduction in officers of the Medical and Dental Corps is the result, in part, of Public Law 84, passed by the 83rd Congress, which created a new policy for medical and dental officers of all the armed services and which speeded up the release schedule for Naval Reserve medical and dental officers on active duty. In addition, a Department of Defense directive reduces the number of medical officers allowed the Navy by about 700 officers.

To meet the lowered limits, reductions will be made in the complements at continental shore activities rather than operating commands, if possible.

Every effort will be made, according to SecNav Instruction 1311.1, which outlines the future medical situation, to keep up to strength those units directly supporting the Operating Forces in general and isolated Navy activities.



PASS THIS COPY ALONG—Don't be the bird that holds up the word; nine other sailors want to read this issue.

• **AUGMENTATION TO USN**—Announcement has been made of 76 Naval Reserve lieutenants (junior grade) and ensigns who have been selected for appointment to the Regular Navy under the Augmentation Program.

This brings to 278 the total transferred from USNR to USN since the commencement of the present program in October 1952. Full details on the eligibility requirements and processing procedures may be found in BuPers Inst. 1120.12B.

The current crop of additions to the Regular Navy officer ranks includes 53 officers of the line, three of the aviation line, eight in the Supply Corps, one in the Civil Engineer Corps, five in the Chaplain Corps and six in the Nurse Corps.

Here's an important qualifying point in connection with this program; at the present time no authority exists allowing the Navy to continue this program and augmentation hence will be terminated as of 31 Dec 1953.

However, additional legislation will be requested from the next session of Congress to put the program back in business. See future "Legislative Round-ups" in the Bulletin Board section of the magazine for the latest word.

• **ADOPTION OVERSEAS**—Naval personnel who adopt or have adopted children overseas may now bring them back to the U. S. under a "non-quota visa" if they meet certain basic requirements.

Five hundred such visas have been made available to servicemen serving abroad and civilian Americans employed abroad by the U. S. who adopt under foreign laws, or who state their intention to adopt, children from overseas.

Adopting parents have until 31 Dec 1954 to bring their adopted children into the U. S. under these quotas.

The law states that the child must be an "eligible orphan," that is one who has suffered the loss of his parents by death, disappearance, desertion or abandonment. Also, if the child has lost one parent under the above conditions and the remaining parent is unable to give it the proper care, the law providing the special immigration privileges considers him an "eligible orphan." The child, in order to be eligible, must be under

10 years of age at the time of the visa application.

The law, Public Law 162, 83rd Congress, approved 29 Jul 1953, is designed to assist those desiring to bring a foreign-adopted child into the country. This law enables them to do it without being required to place the child on a waiting list—in many countries such waiting lists are now oversubscribed.

If you are the parent of a child adopted abroad, you should investigate your own state laws and the state's attitude toward the procedure by which you acquired the child. In most cases, but possibly not all, the state will accept the foreign proceedings—but it's good to check.

• **SELECTION OF WARRANTS**—BuPers presently plans that a new warrant selection board will meet in the Spring of 1954 to establish a list of eligible men for warrant appointment. Appointments will be made from this list as the needs of the service require. Due to cut-backs in naval personnel allowances it is expected that a smaller number than usual will be selected for warrant appointment.

Approximately 700 petty officers have been raised to W-1 warrant rank since July 1952. These were taken from the eligibility lists established by the 1952 board.

The greatest shortages in the present selection list exist in the critical electronics classifications, certain aviation ratings and other ratings peculiar to submarines.

It is emphasized that applications are not solicited by BuPers and none are desired. Selections will be made on a merit system basis established by individual service records and CPO-PO1 Evaluation Sheets (NavPers 1339-Rev).

• **KOREAN RIBBON**—The terminal date for the 10th Korean Battle Star has been set by CNO. Known as "K-10, Korea, Summer-Fall, 1953, its dates run from 1 May 1953 to 27 July 1953.

When ships or units receive notification from Commander Naval Forces, Far East, that they have earned the medal (and star), eligible personnel become entitled to add the star on their ribbon. The last engagement star authorized was "K-9, Third Korean Winter." It covered a period which began 1 Dec. 1952.

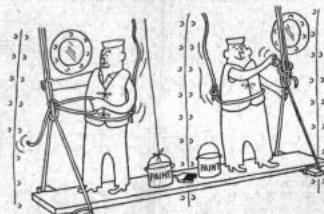
Marlinespike and deck seamanship with their manila lines, wire ropes, blocks and "knots, hitches, bends and splices" continues to play a key role in today's Navy. Even the latest sub-



marine, whose topside is as smooth as a whale's back, "ties up" with old fashioned mooring lines. And it carries lines and blocks for transfer of stores and personnel at sea, too.

★ ★ ★

Signs of such seamanship are found topside on practically all ships. Stages, with stage lines, are used for over-the-side work. Boatswain's chairs are used for scrubbing or painting stacks and masts. Sturdy lines and multi-sheave blocks, are used in the boat davit



and boat boom areas while the bridge area is characterized by signal halyards and their flag hoist retrievers. There is much variety. Mine sweepers, for example, have their own intricate wire rope arrays while net layers and large tugs have other type rigs.

★ ★ ★

The most elaborate rigs are found in such ships as attack transports, attack cargo ships, store ships, fleet oilers, tenders and repair ships. Here you'll find one or more powerful booms along with their accompanying



winches, guys, whips, topping lifts and cargo hooks. Handling these devices calls not only for skilled seamanship but for plenty of old fashioned heaving around. "Push buttons" are a long way from taking over in marlinespike and deck seamanship.



NO JIGSAW PUZZLE—but a 'compilation mosaic chart' is being put together by hydrographer at Far Eastern Branch.

Hydrographic Branch Offices—

They Keep You Posted on Rocks & Shoals

LIKE the law, the long arm of the Navy's Hydrographic Office reaches into all parts of the world.

Altogether, the Hydrographic Office maintains 22 branch offices, each at a strategic spot around the globe. At each branch office is kept the hydrographic, oceanographic and meteorological information necessary to insure the safe passage of ships as well as a complete stock of up-to-date charts for all areas.

One of the newest of Hydro's branch offices is at Yokohama, Japan, where the small group of one officer and twelve enlisted men are issuing charts by the thousands each month.

The Yokohama office was established at the outbreak of hostilities in Korea to collect and pass out up-to-the-minute nautical information to the UN forces in the Far East.

The invasion at Inchon, the coast wise patrolling throughout the conflict, the epic evacuation at Hungnam—all would have been next to impossible without the vital information in chart form supplied by the little-known office on a side street

in Yokohama, the only one of its kind in the Far East. The nearest other Hydro office is at Pearl Harbor, more than 5000 miles away.

United Nations forces afloat in the Far East are not the only ones who benefit from such services. Commercial ships sailing from Yokohama can purchase navigational information at a minimum cost from the Hydrographic Office to insure safe navigation to their next port of call.

The Branch Hydrographic Office at Yokohama, like similar offices maintained by the Navy, is replete with every type chart available to the navigator. In a matter of minutes the branch Hydro can tell the navigator of a ship the position of a coral reef in mid-ocean, or if there is a sand bar at a certain place in the Bering Strait.

Navigational situations throughout the world, such as the location and direction of high winds or hurricanes, can be pin-pointed with a minimum of effort and complexity, thanks to the Navy's hydrographic system, which coordinates all its ac-

tivities through the main Navy Hydrographic Office at Suitland, Md.

The development of the present system of hydrographics can be traced back to 1830 when the Navy established a "Depot of Charts and Instruments" in Washington, D. C., with LT L. M. Goldsborough as the first officer-in-charge. Later, while LT Matthew F. Maury was the officer-in-charge, the Depot came to be known as the "Naval Observatory and Hydrographic Office."

LT Maury, who had been interested in navigation all his life, set out to accumulate reports of winds, weather, currents and other items of navigational interest. His plan was to have all ship masters submit information on their experiences to a central agency, his office, where the information could be evaluated, compiled and made available to ships at sea.

In the days before the establishment of the Hydrographic Office and branches, the Navy's sailing ship navigator guided his ship largely "By guess and by God."

Every day presented new tests of his seamanship ability. What was the most favorable route? What winds and currents would be encountered? What were the chances the ship would run into high winds, hurricane, fog or iceberg?

At the start of the Civil War, LT Maury joined the Confederate forces, but by this time he had laid the foundation for the modern science of oceanography and although he was gone, his work continued. Branch Hydrographic Offices began to appear in 1882 when the first office was opened at Boston, Mass. Branch Offices now are located in the principal ports of the United States and at San Juan, P. R., Cristobal, C. Z., Honolulu, T. H., and Yokohama, Japan.

In 1952 the Navy established Hydrographic Distribution Offices at the Naval Supply Depots, Clearfield, Utah and Scotia, N. Y. The purpose of these units was to provide a decentralized distribution point for charts and publications and to make their distribution a part of the Navy's supply system.

The Hydrographic Distribution Offices are in addition to the Branch Hydrographic Offices, such as the one at Yokohama, and the nine Air Navigation Offices located throughout the world.

Whereas experience and second-hand accounts from other ships' masters who had sailed the routes inadequately provided the important information needed by the Navy's



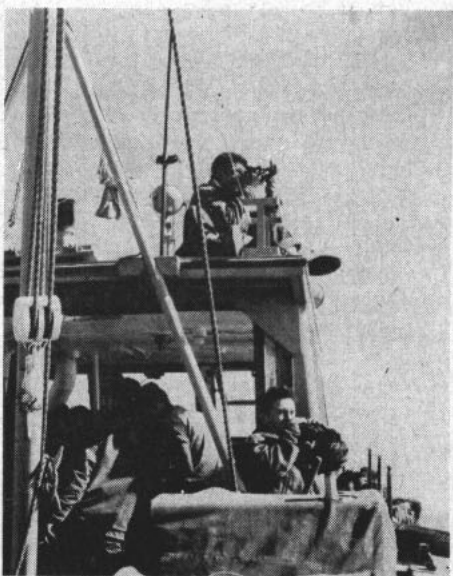
STRAIGHT DOPE—LTJG H. D. Simmons, of Yokohama Branch Hydro Office, explains navigational problems to second mate in chartroom of merchant ship.

early navigators, today's seafarer can rely on charts and information compiled by the Hydrographic Office. These aids give our ship commanders the opportunity to navigate without much of the previous guesswork.

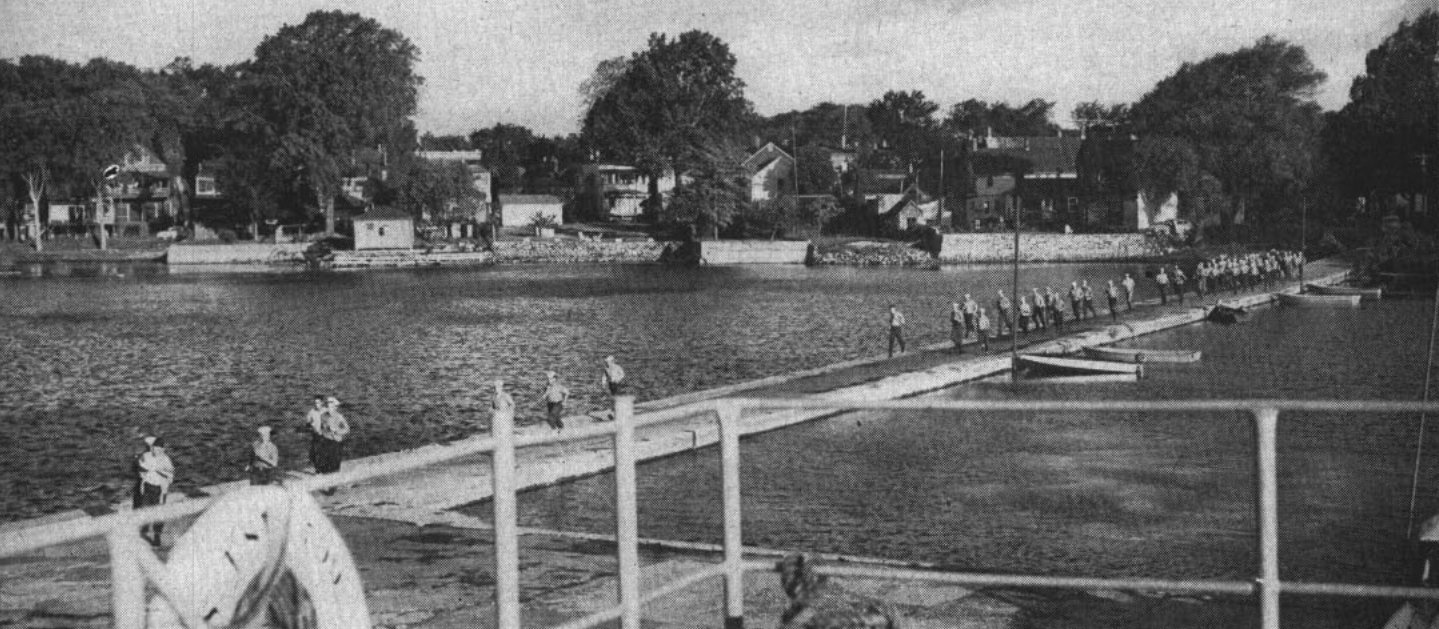
For example, the average distribution of charts and weather reports at the Yokohama office totals in the thousands each month. During 1952, the Yokohama Branch Hydrographic Office released approximately 33,000 charts to U. S. Navy and merchant ships in the Far East.

With the UN forces in the Western Pacific also using the facilities of the Yokohama Branch Hydro Office, the office sometimes resembles a United Nations cloakroom, as representatives of all the various nations gather to seek charts and information on the best sea routes.

The long arm of the Navy Hydrographic Office, with the helping hands of its branches, performs a highly technical and vitally important job necessary to the daily operations of the fleet.—Pete Noyes, JOSN, USN.



CREW of Navy sounding boat takes position 'fix.' Right: Oceanographic ships, USS Rehoboth (AGS 50) and USS San Pablo (AGS 30), visit Monaco, home of International Hydrographic Bureau, while on an expedition.



GREEN MOUNTAIN NAVYMEN come in 'on the double' for training. They'll board LSI(L) 799, of Lake Champlain 'Navy.'

Sailing with the Green Mountain Navy

THEY know their Navy in the Green Mountains and they're learning more all the time. For many years, Naval Reserve Division 1-44 has been passing the word to civilian-sailors who meet weekly in its Naval and Marine Corps Reserve Training Center in Burlington, Vt., on the shores of Lake Champlain.

This "mountain Navy" training broadened in scope late in 1947 with the arrival of USS LSI(L)-799, one of the more than 150 small ships assigned to various training centers and other locations in the U. S. where Naval Reservists are trained.

Based on a waterfront slip adjacent to the training center, the floating classroom operates in some 499 square miles of deep water in an area whose historic role was of considerable importance to the birth of the United States.

LSI(L)-799 is the most recent of strange craft to invade history-laden Lake Champlain. Preceded through the years by war canoes, bateaux, galleys, gondolas and steamboats, the ship—minus superstructure—had been brought from Boston under her own power via the Cape Cod Canal, Long Island Sound, the Hudson River, through the Champlain Barge Canal. Waterfront observers

scratched their heads when they first saw the odd-looking vessel. It was long and gray and was flying the American flag. But where was the superstructure?

The word was soon out, however, and Vermonters welcomed the first installment of their training ship. A few days later the superstructure "floated" into Burlington—on a truck.

It had been necessary to remove

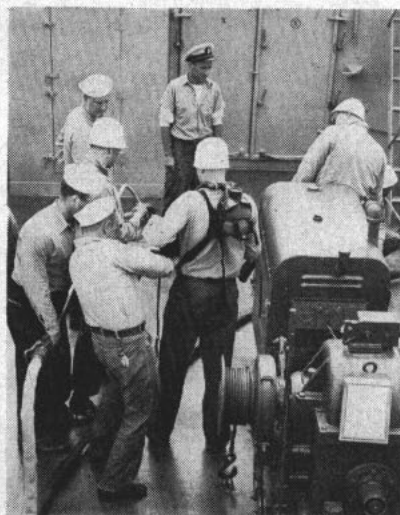
the superstructure in Boston and ship it overland because of low bridges along the canals.

At one point, the topside crew had to lie prone as the ship passed under a bridge with just 18 inches clearance. Only thin men manned topside that day.

From 1948 to 1951, LSI(L)-799 was used principally to train members of Naval Reserve Division 1-44, but in 1952, Reservists from various 1st Naval District Training Centers were ordered to the ship for their two-week training duty. More than 1500 officers and enlisted personnel have gone through the ship's intensive shiphandling and seamanship courses during the past two years.

Reservists are also acquainted with the history of the area in which they serve. For centuries before the coming of the white man, Indians used Lake Champlain as a military "highway." British fleets made three separate invasions of the area. Such men as Ethan Allen, Burgoyne, Montcalm, Washington, and Master Commandant McDonough, figured prominently in Lake Champlain's history.

Observers have praised the training program of LSI(L) 799, saying that Naval Reservists have an opportunity to learn at first hand a great deal about ship-handling.



FIRE-FIGHTING party prepares to enter ramp room during fire drill for Reservists aboard LSI(L) 799.

The training schedule calls for almost every type of exercise—conning the ship, handling the helm, mooring practice, signaling, fire drills, seamanship, work in the engine room, small-arms practice, standing watches and swimming instruction.

Several times during each cruise the vessel ties up for the night at one of the ports about the lake, such as Plattsburg, St. Albans, Fort Ticonderoga, Port Henry and Rouse's Point to enable civilians to inspect a real Navy ship.

Visitors are welcomed aboard each evening and a million questions—more or less—are answered by all hands as the guests are escorted about the unrestricted sections of the training vessel.

On one occasion, more than 500 men, women and children came aboard during an overnight stop at St. Albans.

Whenever trouble has appeared on the Lake, the Navy has been ready to bear a hand. One squally March day, for example, two Reservists peering out across the lake through the driving rain spotted an overturned rowboat with two men clinging to it. They jumped into a rowboat, battled their way out into the lake and fished the half-frozen men out of the water. Sixteen minutes from the time they were spotted, the two near-victims were on their way to a hospital.

In 1950, Reservists cooperated with Burlington firemen to fight what could have been a disastrous waterfront fire.

Last winter, when normal communications in their part of Vermont failed because of a 28-hour snow-storm, Reservists helped with their radio equipment. Earlier, LSI(L)-799 conducted a lengthy search for three college students presumably drowned when their boat capsized. The search ended only when the upturned boat and empty gasoline can had been found.

Cooperation with the University of Vermont's ROTC has been more cheerful. Each spring the ship takes these student soldiers on war games, consisting of amphibious assaults against isolated coasts and islands in the Lake.

The people around Lake Champlain are certainly proud of their "Green Mountain Navy." They'd like to see it grow.—CDR. George A. Raiche, USNR.



RESERVE officers take turns 'conning' ship during cruise. Training schedule includes almost every type of exercise, from seamanship to small-arms practice.



USS LSI(L) 799 sails through Burlington, Vt., Harbor. Below: Liberty party of Reservists 'mans the guns' at Fort Ticonderoga. Lake Champlain is at right.



Navy Wins Championship of Interservice

NAVY became the unofficial world-wide Interservice athletic champion for 1953, as Sea Service teams won the championship in baseball after taking the basketball crown, running second in track and field and placing third in boxing. The Army finished second, the Marines third, the Air Force fourth in the four-sports service competition.

The same sports—basketball, boxing, track and field, and baseball—are scheduled for All-Navy and Interservice competition next year. Information on which service will act as host and the site of the games will be announced next month.

Naval Air Station, Los Alamitos, Calif., the same station that brought home the Interservice basketball crown for the Navy, came through to win the first annual Interservice Baseball Championship last month at Quantico, Va.

The All-Air Force team from Barksdale Air Force Base, La., copied second place while the two pre-tournament favorites, the Quantico Marines and Army's Fort Belvoir, finished third and fourth respectively.

Los Alamitos iced its victory in the championship game of the Armed Forces "World Series" with a five run third inning outburst against Barksdale. Catcher Al Jones, SN, USN, opened the Navy third with a walk off losing Air Force pitcher Bill Fuchs. Pete Vucurevich, SN, USN, Los Alamitos pitcher, sacrificed Jones to second.

Second baseman Don Hedrick, AN, USNR, followed with a single to

Box Score of Armed Services Teams in Four Sports

Here's the box score for the 1953 Interservice sports season:

• **Basketball**—Navy (Los Alamitos) defeated the Army (Fort Belvoir) and Quantico Marines to win the Interservice championship. Marines finished second, Air Force third and Army fourth. Johnny Arndt, SN, USNR, Los Alamitos' guard, won the "Outstanding Player" award.

• **Boxing**—Navy middleweight Bill Tate, DN, USN, of NTC Great Lakes won the only Interservice boxing title for the Navy. He was also selected as "Outstanding Boxer" of the tournament. Army won first place, Marines second, Navy third and Air Force last.

• **Track and Field**—Navy, spearheaded by the NTC San Diego thin-clads, won eight first places, more than any other service, but placed only second in final point tabulation. Army won the title with the Navy second, Marines third and Air Force last.

• **Baseball**—Navy (Los Alamitos) defeated Army (Fort Belvoir) and the Air Force (Barksdale AFB) to win the Armed Forces "World Series." Air Force finished second, Quantico Marines third and Army fourth.

Here's how they finished:

Service	Basketball	Baseball	Track & Field	Boxing
1. Navy	First	First	Second	Third
2. Army	Fourth	Fourth	First	First
3. Marines	Second	Third	Third	Second
4. Air Force	Third	Second	Fourth	Fourth

score Jones and, when the ball rolled past the centerfielder, Hedrick went to third. Outfielder Tony Melton, AN, USNR, doubled down third base to score Hedrick and put the sailors ahead 2-0 with only one out.

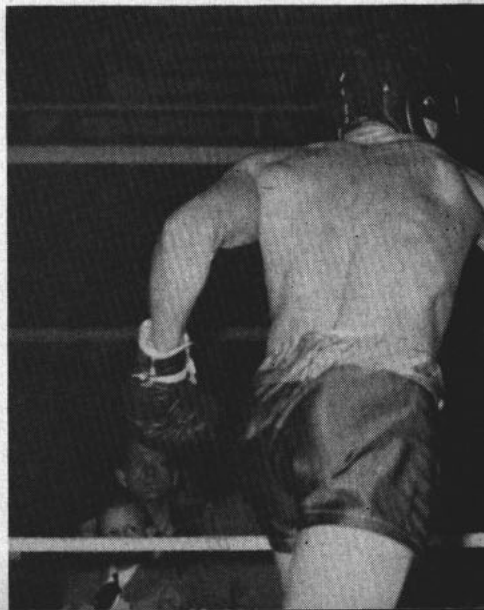
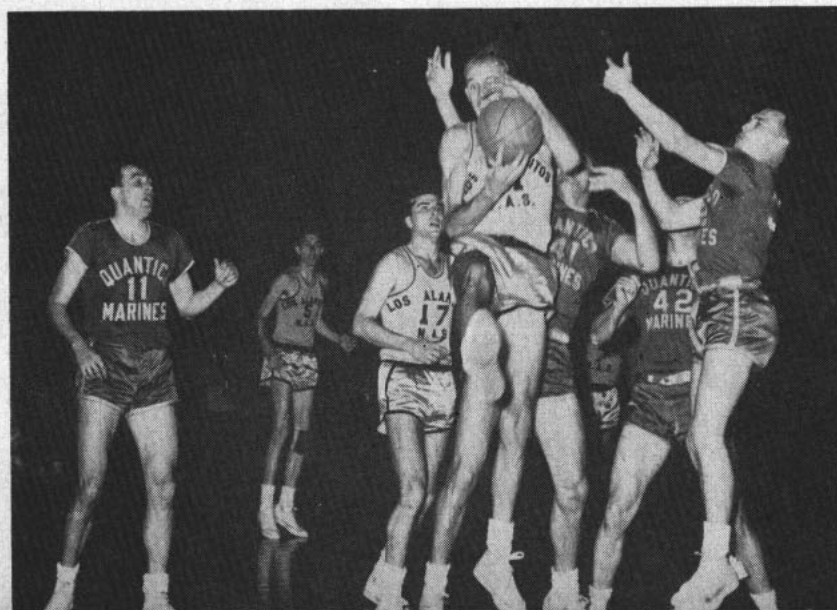
Third sacker Charley Weymann then worked a free pass to put runners at first and second whereupon Dale Coogan, SN, USNR, player-manager for Los Alamitos, blasted a home run high over the right field fence 315 feet from home plate to drive in the final three runs of the inning.

Vucurevich went the route for

Alamitos, giving up only two hits, walking five and striking out seven. The Navy fastballer had a no-hitter going until Air Force catcher Max Rhinehart doubled to center in the sixth inning.

Barksdale, a potent underdog, had reached the finals against Alamitos when the Air Force "Bombers" upset the Quantico Marines 1-0 in the nightcap of the first day's games. Mel Harnly, 33-year-old Air Force captain, later voted the "Outstanding Player" of the tournament, held the big Marine bats silent except for four scattered hits.

HOOPSTER George Yardley goes high into the air to snare rebound. NAS Los Alamitos took Interservice title.



Sports Tourneys

Los Alamitos opened the two-day tournament with a rousing 4-1 victory over the favored Army team, Fort Belvoir. Les Phillips, AN, USNR, got credit for the win although forced to leave the game in the sixth with a blister on his thumb. Al McKinney, SN, USN, finished the mound chores for the Navy team without allowing a hit.

Fort Belvoir took a momentary lead in the game, scoring an unearned run in the second inning, but in the fifth, Alamitos forged ahead when outfielder Fred Myatt, AN, USNR, stroked a single with the bases loaded to score two runs and put Navy into the lead.

Don Mallott, AN, USNR, Alamitos shortstop, added two more runs to the Navy cause in the eighth when he smacked a two-run home run over the 35-foot left field fence 300 feet away.

In the consolation game, Quantico thrashed Fort Belvoir 8-1 behind the four-hit pitching of Roger Osenbaugh. Sal Olivo, Quantico outfielder, led the 15-hit Marine attack against three Army pitchers with a triple, double and two singles in five times at bat.

Los Alamitos had the top team batting average of the Interservice tourney, making 20 hits in 66 official at bats for an excellent .303 average. This average, however, was 33 points lower than the "Air Raiders" compiled during the All-Navy tournament when they finished with .336.

ALL-NAVY CHAMPIONSHIP

It took only the minimum three



DON MALLOTT crosses home plate after blasting two-run home run over fence. Navy punched out 4-1 victory over Army to win Interservice championship.

games for Los Alamitos to cop the All-Navy baseball championship at Jacksonville, Fla., against the Eastern Navy champs, the "Gators" of the Atlantic Fleet Amphibious Command.

In the first game, the "Air Raiders" came from behind a three-run deficit to score five times in the third inning and go on to win 10-5. Al McKinney got credit for the victory; PhibLant's Bob Nuxhall, SN, USN, was charged with the loss.

Los Alamitos' Les Phillips fashioned a neat two-hitter as the "Raiders" copped the second game of the best-of-five series, 8-1. PhibLant's ace

southpaw, Paul Patterson, SN, USN, lasted only five innings and was tabbed with the loss.

PhibLant came back strong in the third in what proved to be the final game of the series, but the effort fell short. Bob Nuxhall had a 3-0 shutout going until the roof caved in on him in the eighth and Los Alamitos crossed the plate three times.

The score remained tied until the bottom of the 12th inning when Los Alamitos loaded the sacks with none away and outfielder Bob Zuber, SN, USN, singled to drive in the winning run to give the Raiders a hard-earned

NAVY placed third in Interservice boxing. Right: Fast action in track and field put Navy in second place.



4-3 victory and the All-Navy championship.

Alamitos' sharp pitching was the major factor in moving the club successfully through the All-Navy eliminations and on to the Interservice title.

In the All-Navy eliminations, McKinney tossed a one-hitter at SubPac and in the finals, Phillips' 2-hitter won the second game against Phiblant.

In the Interservice series, Phillips and McKinney combined to give only three hits to the Army and then Vucurevich wound up the sparkling Los Alamitos season with a two-hit shutout for the Interservice baseball crown.

Here's how the Navy teams finished up in naval district and All-Navy eliminations. The naval district

champion is listed first, with its winning score over the second place squad noted (if available):

Naval District Champions

East Coast

- 1st ND—NAS Quonset Point, R. I., defeated Newport Naval Station, 8-4.
- 3rd ND—NSD Bayonne, N. J., outscored *uss Antietam* (CVS 36) 8-6.
- 4th ND—NAS Lakehurst, N. J., is this year's champion.
- 5th ND—NTC Bainbridge, Md., defeated NAS Norfolk, 4-3.
- 6th ND—NABTC Pensacola edged NAS Memphis, 4-3.
- 8th ND—NATTC Norman, Okla., retained the title by defeating New Orleans Naval Station, 4-2.
- 9th ND—NTC Great Lakes, Ill., is the top team.

Eastern Naval District Champion—NABTC Pensacola, Fla. (double-elimination).

West Coast

- 11th ND—MCRD San Diego won the district title, but competed in the All-Marine eliminations. Second place Los Alamitos won the right to represent the district in All-Navy play.
- 12th ND—NAS Alameda, Calif., is champion.
- 13th ND—NAS Whidbey Island, Wash., came out on top.
- 14th ND—Honolulu Coast Guard won but USCG units were not considered for All-Navy or Interservice play, so second place SubPac represented the district in the Pacific Fleet eliminations.
- 17th ND—Kodiak All Stars won the title.

Navyman Gene Littler Is National Amateur Golf Champ

Gene Littler, SN, USN, the first Navyman ever to be selected to the American Walker Cup golf team, proved the astuteness of his selection as he won the National Amateur Golf championship in the tournament held at Oklahoma City.

Littler, who took annual leave from his duty station at NAS San Diego, Calif., to participate, won the crown on the 36th hole of the championship match.

After a good tee shot, on the final hole, Littler fired a No. 7 iron to land on the green 19 feet from the pin in two. His opponent, Dale Morey, 32-year-old former pro, was on the green in three, on a tee shot, a No. 5 iron that went into a trap and a blast out that placed his ball six feet from the cup.

Gene hadn't made a long putt all afternoon. But now he took out his mallet-headed putter, stroked the ball and watched as the spheroid took the shortest distance to the cup and dropped in.

Littler, who is gifted with exceptional powers of concentration, led in the title match 3-up on the 27th hole. In the match play tournament, Gene had many chances to close out the match in the last 8 holes, but his "cold putter" held him back.

Going into the 34th hole, Littler still had his 3-up lead but Morey won the 34th and 35th pulling up

to 1-down before Gene, tabbed "The Hogan of the amateurs" won the match going away on the 36th.

This is the second year Littler has played in the National Amateur. Last year, he was eliminated in the quarter finals, a victim of an ice cold putter. This year, Gene came on fast to win the Palm Springs, Calif., tournament and the California Open.

Just before entering play in the National Amateur, he also won his first match in Walker Cup competition. Every two years, the top amateurs from the U. S. and England meet in the Walker Cup matches.

On the way to the finals in the National Amateur, Littler defeated Tom Barnes 2 and 1, Bill Webb 2-up, Dave Dennis 3 and 2, Sig Harpman 6 and 4, John Morgan (British Walker Cupper) 3 and 2, and Ted Richards 3 and 2.

The 21-year-old Littler, who has never had a golf lesson in his life, learned his golf from his parents, both good golfers.

Other Navyman in the National Amateur included Richard Davies and Gene Coulter, both from NTC Bainbridge, Md.

Navy Wins .45 Cal. Pistol Championship in NRA Meet

Navyman won top honors in the .45 calibre team matches in the

National Rifle Association tournament held at Camp Perry, Ohio. While the Navy was winning the .45 calibre matches, Army won the .22 calibre matches and the Marine team copped the center fire championship.

The members of the winning Navy team, all of whom hold the Master's Classification in the National Rifle Association, are Commander F. F. Hedblom MC, USN, from *uss Midway* (CVA 41), Chief Machinist Offutt Pinion, USN, of *uss Kula Gulf* (CVE 108), Leonard M. Rizzola, AFC, USN, of Photo School, NAS Pensacola, Fla., Fred E. McFarland, AD1, USN of FasRon 117, Barber's Point, Oahu, and alternate Charles L. Frazier, AOC, USN.

The scores of the winning Navy foursome were: Hedblom 283, Pinion 272, Rizzola 287 and McFarland 278.

Rizzola also placed fifth in the individual championship matches with a score of 2581 out of a possible 2700 while Pinion placed tenth in the individual matches.

Another Navyman, Victor Farr, GMC, USN, of PhibPac, won two championships. Firing in the Expert Class, he scored firsts in both the .38 and .45 calibre matches over the National Match Course and placed second in the .22 calibre pistol matches.



INTERSERVICE champs—NAS Los Alamitos players line up on first base line before opening game of the series.

Western Naval District Champion
—NAS Los Alamitos (double eliminations).

Pacific Fleet

• SubPac defeated ComNav-Mariannas 2-0 in the championship game of the double elimination series. Other teams in the tournament were ComNavPhil and ComNavFE.

Atlantic Fleet

• PhibLant placed second to the FMFLant Marines from Camp Lejeune in the Fleet tournament, but won the right to represent the Atlantic Fleet in the All-Navy semi-finals. Other teams in the tournament included DesLant, ServLant, Cin-

CLant Headquarters, AirLant (represented by *uss Wright*, CVL 49) and BatCruLant (represented by *uss Mississippi*, EAG 128).

ALL-NAVY SEMI-FINALS (Best 3 out of 5)

West Coast			
SubPac	8	Los Alamitos	7
(10 innings)			
Los Alamitos	2	SubPac	1
Los Alamitos	8	SubPac	4
Los Alamitos	6	SubPac	2
East Coast			
Pensacola	5	PhibLant	0
PhibLant	7	Pensacola	4
(13 innings)			
PhibLant	7	Pensacola	3
PhibLant	4	Pensacola	1

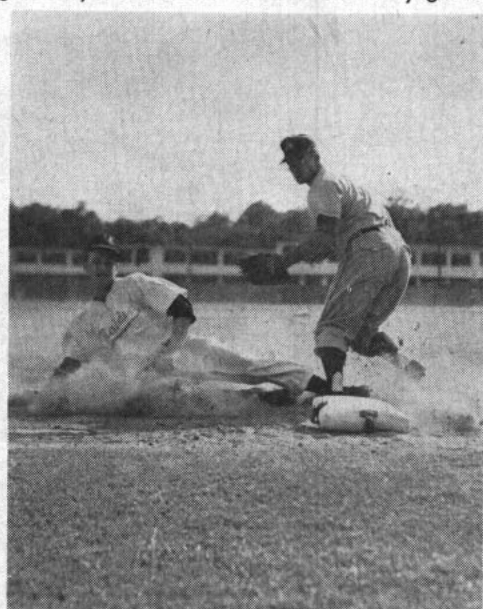
ALL-NAVY FINALS (Best 3 out of 5)

Los Alamitos	10	PhibLant	5
Los Alamitos	8	PhibLant	1
Los Alamitos	4	PhibLant	3
(12 innings)			

INTERSERVICE SERIES

Eliminations	
Navy	Army
Los Alamitos—4	Ft. Belvoir—1
Air Force	Marines
Barksdale—1	Quantico—0
Consolation	
Marines	Army
Quantico—8	Ft. Belvoir—1
Championship	
Navy	Air Force
Los Alamitos—7	Barksdale—0

COOGAN rounds home for Los Alamitos in game with Little Creek. Right: Player slides into third in All-Navy game.



SERVICSCOPE

Brief news items about other branches of the armed services

★ ★ ★

SAFER AND MORE ECONOMICAL shipment of military cargo by truck and rail may be achieved by a new type pneumatic cushion developed by the Army Quartermaster Corps.

The cushion, approximately 36 by 72 by 12 inches, is a pillow-shaped envelope made of a gas-tight fabric. When deflated, it is placed in the spaces left by the variation in shape of the items being shipped. Once in place, the cushion is inflated to six or eight pounds of air pressure causing it to expand and thereby holding the cargo in place during the movement of the train or truck.

In addition to minimizing possible damage to supplies while in transit, the experimental cushion may result in important savings in dockside time and the labor and lumber used in conventional shoring systems.

★ ★ ★

THE MILITARY AIR TRANSPORT SERVICE (MATS) is celebrating its fifth anniversary this year.

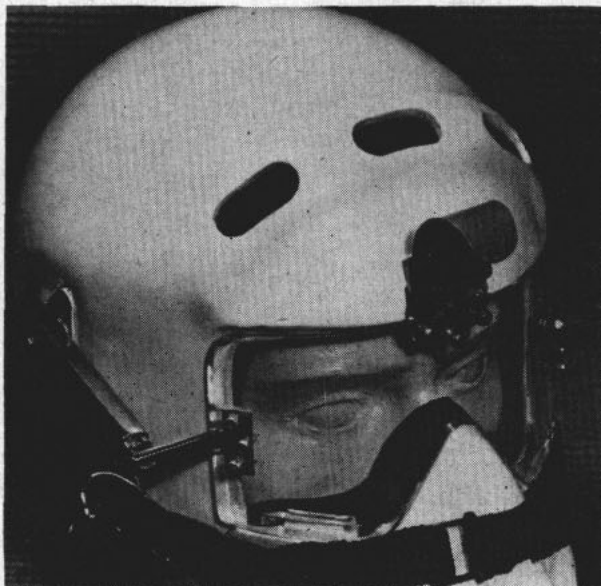
During its five years of operation, MATS, assisted by contract aircraft, has airlifted more than 1,650,000 military passengers, 250,000 medical patients, and 316,000 tons of high priority cargoes to U.S. Army, Navy and Air Force installations throughout the world.

The combined weight of passengers, patients, cargo and mail airlifted exceeds 526,000 tons. Statistics also show that MATS has flown an estimated 3,200,000,000 passenger miles, 650,000,000 patient miles, and 1,000,000,000 ton miles.

Before the outbreak of the Korean war, strategic airlift was a one-way air lane. Today, after having delivered critical cargoes and high-priority personnel to the Far East, MATS utilizes what would otherwise be a largely unused airlift to bring back to the U.S. the military ill and wounded. Because of prompt medical care in Korea and aero-medical evacuation, the mortality rate of our wounded in Korea today is about half that of World War II.



ARMY'S new rough-terrain type fork lift can operate in sand, go over obstacles, keeping its load balanced.



SLOTTED HELMET is designed for emergency "bail out" at supersonic speeds. Slots reduce windshock and airlift.

A SLOTTED HELMET, designed to protect pilots forced to bail out from their aircraft while traveling at supersonic speeds, has been developed for the Air Force.

The helmet has been successfully tested in an outdoor wind tunnel at simulated speeds up to Mach 1.04 ("Mach 1" is approximately the speed of sound at whatever altitude the aircraft is flying).

At such speeds standard type helmets tend to be ripped off a pilot's head. This is due to the tremendous air pressure built up inside the helmet which soon becomes greater than the strength of the fittings attaching the helmet to the head. Without his helmet, the pilot being ejected from his fast-flying plane is without protection from wind blast and—since the oxygen supply is attached to the helmet—also is without oxygen.

The new headgear is constructed with slots or vents cut into the forward crown of the helmet. The slots not only serve as a means to let inside pressure escape but also create a partial vacuum which helps hold the helmet firmly in place. In the present experimental stage, each helmet must be designed and fitted to the individual pilot.

★ ★ ★

THE 1952 MACKAY TROPHY has been awarded for the first non-stop jet flight across the Pacific Ocean, made in July 1952 by Major Louis H. Carrington, USAF.

An all-Texan crew, flying a multi-engine RB-45 jet, took the Great Circle route from Elmendorf Air Force Base, Alaska, to Yokota Air Base, Japan, a distance of 3460 nautical miles. The flight took nine hours and 50 minutes, about seven hours of which was under instrument-flying conditions. Two in-flight fuelings were made under adverse weather conditions.

The Mackay Trophy, a silver cup, is awarded annually to a member or members of the Air Force for that year's most meritorious flight. The trophy was deeded by Clarence Mackay in 1911 to the NAA which administers the award with the Air Force.

ARMY DOG-TRAINING CENTER — At Camp Carson, Colo., in the foothills of the Rocky Mountains, there is a staff of officers and cadremen whose job it is to turn dogs into competent assistants for troops in combat. An extension of the World War II "K-9 Corps," the center was opened in December 1951 under the direction of the Provost Marshal General.

The Remount Branch of the Quartermaster Corps procures the canine recruits—principally German Shepherds—and holds them for a 21-day quarantine period at Cameron Station, Va. From here they are shipped to Camp Carson to begin their training. First they are put through a three-week basic course and later, through an eight-to-12-week specialized course. Each animal is "graduated" as a specialist in sentry, scout or messenger dog operations.

The basic course establishes a working relationship between the individual dog and the soldier handler. Obedience is the first rule. The dog learns to "heel," which means to walk at the handler's left side with his head even with the handler's knee. This lesson is followed by others which train the dog to "sit," "down," "stay," and "recall."

To accustom him to sounds which would otherwise make him flinch, the training area is alive with giant firecrackers, explosive charges and live rifle fire.

When he completes the basic course, the dog goes before a committee of officers and cadremen to be selected for the specialty to which he seems best fitted. An aggressive dog is ideal for sentry work. One which rates above average in alertness and sense of smell is usually trained as a scout dog. Those proved to be highly intelligent and which show a strong desire to please their handlers, are started in the messenger dog course.

★ ★ ★

A **PRE-LOADED BOMB DOOR** which rotates 180 degrees just prior to bomb release and leaves no open bomb bay to be buffeted by the wind, has been developed for the Air Force. With this door, a jet bomber traveling at high speed will not have to slow down to make a successful bomb or rocket release as it has in the past.

A slow-down is necessary because today's bomb bay requires that doors be opened so the bombs can be released, leaving the entire bay area a yawning chasm in which the airstream can play weird tricks. Not only is the airplane subject to unusual buffeting from gusts when the bomb bay doors are opened, but in many instances the turbulence is so great that bombs fail to fall, presenting a hazard to the aircraft as they "float" in the bay cavity.

The new rotary bomb door overcomes these disadvantages. The door turns over rapidly and has little effect on the airplane's speed, trim and stability. When in operating position, the bombs are externally carried, eliminating the hazard of a loose bomb. Except for the short time involved in opening and closing the door, there is no opening in the fuselage.

Two types of doors may be used. In the "A" type, all size of bombs except the very largest are carried. The "B" type, for extremely large bombs, bulges out the contour of the bottom of the fuselage to accommodate the big bomb.

A **NEWLY-DEVELOPED HEAT-SENSITIVE CABLE** has proved itself highly effective in minimizing aircraft fire hazards under flying conditions, the Air Force has announced.

The cable, only seven hundredths of an inch in diameter, was installed in the nacelle of a 3600-horsepower B-36, pusher-type engine. The engine was set afire repeatedly in a wind tunnel, thus simulating flying conditions. In a matter of seconds, in each instance, the cable sounded alarms which would, in flight, alert a crew in ample time to take remedial action.

Supplementing the present fire detection system, which has been used in a majority of aircraft for the past seven years, the new cable permits even greater areas to be protected because it is sensitive along its entire length.

In every test thus far, the cable has responded quickly to the touch of flame without signs of weakening through repeated exposures to fire.

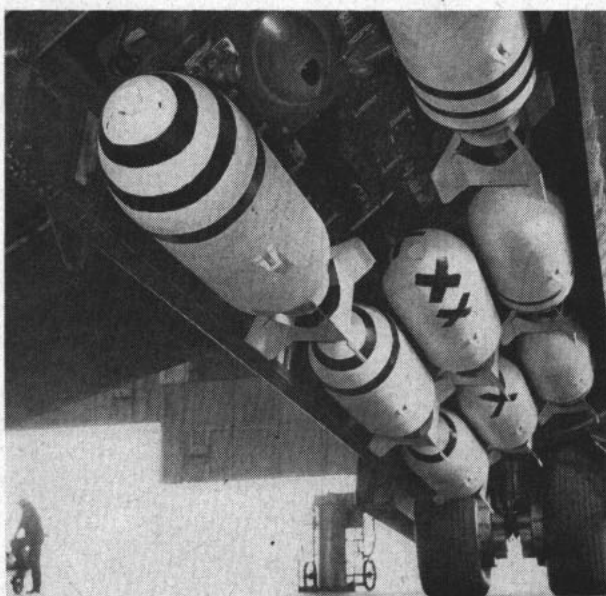
★ ★ ★

A **TELEVISION UNIT**, expected to revolutionize combat communications, is being tested by the Army Signal Corps.

The mobile TV unit will be able to go practically anywhere to transmit its pictures, the Signal Corps says. The first unit is now touring Army installations in the U. S.

Several of its many uses include service as a tactical unit for reconnaissance work, and in fire control, data transmissions, briefing of tactical commanders, guidance of pilotless vehicles and close-up observations of the action and effect of weapons.

The new unit may also serve as a training aid in Army schools, and as a technical tool to be used primarily for viewing objects with which direct contact would be highly dangerous such as contaminated or radioactive substances.



AIR FORCE'S rotary bomb door, shown completing 180-degree turn, makes possible high-speed bomb-release.



Highland Liberty

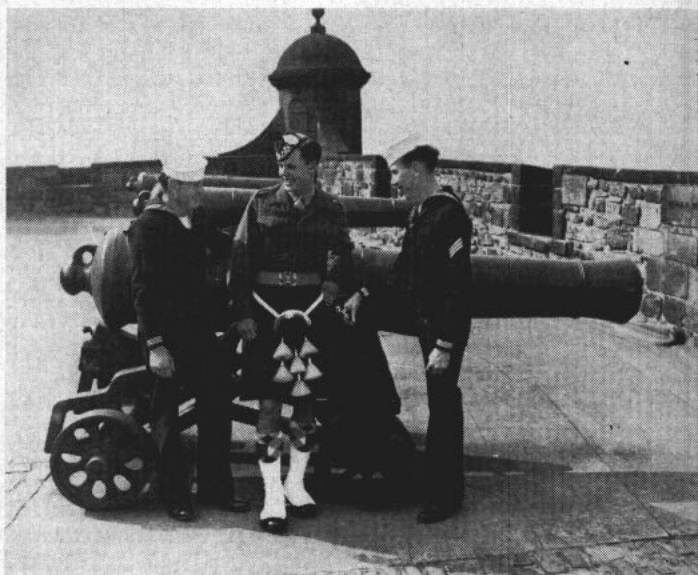
HISTORIC Scotland has been an interesting liberty spot for Navymen participating in NATO exercises.

Sailors are impressed with the contrast between old and new found in Scotland. They enjoy rides on Edinburgh's four-wheel double-decker trolley cars as they visit the impressive buildings and monuments.

The many shops which line the streets of Edinburgh attract souvenir hunters. Navymen with Scotch ancestry search for their family clan tartans. Others find good buys in hand-woven goods, leather articles, glassware.

Here are some scenes from the "Highlands":

Upper right: Sailors look over a tartan guide in front of a shop in Scotland. *Upper left:* These Navymen found there's a "wee bit more" to playing the pipes than they had thought. *Left center:* Royal Scots piper shows a bluejacket how those pipes should really sound. *Lower left:* "Bowling on the Green" attracts these two Navy visitors. *Lower right:* Atop Edinburgh Castle, sailors compare the old-time cannon with modern Navy armament with "Argyle and Sutherland" Highlander.



LETTERS TO THE EDITOR

Eight Years' Obligated Service

SIR: I understand that anyone under 26 years of age who enlisted in the service after 19 June 1951 will have to serve a combined total of eight years active and reserve time.

However, in the year 1951 college graduates were given the benefit of one month in which to make up their minds to be drafted or to select the service of their choice by enlisting. That period was arbitrarily set from 15 June (as the average date of graduation) to 15 July, during which time the college grad would be free of Selective Service interference.

I was graduated 18 June 1951 and enlisted in the Navy 14 July 1951. I would like to know if I am subject to the eight-year obligation or not? — W.L.B., JO3, USN.

• Under the provisions of the Universal Military Training and Service Act (Public Law 51), every man who is under 26 years old and enlists, is appointed or inducted into military service for the first time subsequent to 19 June 1951, is obligated for eight years of military service. This may be eight years of active duty, eight years of inactive duty in the Reserve components, or a combination of both. This obligation applies to anyone regardless of education, enlisted or officer status.

We do not have any information about an arrangement between Selective Service and college grads as mentioned in your letter. However, it is possible that such a period of time was granted by Selective Service to give the individuals concerned an opportunity to enlist in the service of their choice.—Ed.

Transfer to Regular Navy in Grade

SIR: I would like to transfer to the Regular Navy, and would like to keep my present rate if possible. How do I go about it?—P. A. R., RD1, USNR.

• Ask one of the yeomen to show you BuPers Inst 1130.4 dated 17 Mar 1953. There you will find you can take a test to substantiate your qualifications to ship into the Regular Navy in your present rate; you can also transfer in a lower rate without the test. In case there is a limitation on shipping over in the same rate, it will be announced in the BuPers Notice that tells of each scheduled servicewide examination.

You have to be recommended by your CO who will take into account your ability to perform the broad duties of the general service rating you will be recommended for.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Correct Uniform When Traveling

SIR: I would like to know what the correct uniform is for personnel traveling under orders. Some say the uniform-of-the-day of the local area and others are of the opinion that it's always Dress Blues.

We have checked BuPers Manual, Navy Regs, Travel Instructions and Uniform Regs and have not found the answer. I have always been of the opinion that the uniform is blues but it seems to me that this, if correct, is an "unwritten law." — V.V.L., YNC, USNR.

• You are right. There is no specific regulation on this question. However, it is the custom of the service for enlisted members to wear Dress Blue, Baker, and officers to wear Service Dress (Uniform Regulations 1951, Art. 0201). Dress blue is always correct for any locality.

Whites would be just as correct, however, in localities where the uniform of the day was Undress White, Able, with neckerchief, and would be more comfortable.—Ed.



SEAGOING Waves, first to report to MSTS for duty with medical department, tour USNS Gen. M. M. Patrick.

College Finances for Korean Vet

SIR: When I get out of the Navy I'm planning to enroll in college under the Korean G.I. Bill. While in college would it be permissible for me to get a part-time job in the evenings to supplement my monthly G.I. allowance? Also, would my allowance be reduced if I got a job?—J.B.W., YN2, USN.

• There are no restrictions on veterans' getting part-time jobs to add to the monthly allowance they receive while going to college under the Korean G.I. Bill. And you will receive the same allowance regardless of how much money you earn on the side.

However, the Korean G.I. Bill places a \$310-a-month ceiling on the amount a veteran may draw from both his employer and the Veterans Administration for "on-the-job training." Should a veteran's training allowance plus his earnings as an on-the-job trainee exceed this amount, the VA will reduce his allowance accordingly.—Ed.

Training to Be a Chaplain

SIR: I have been on active duty with the Regular Navy for 26 months. I want to study to become a minister. I still have 22 more months to do in the Navy, and I would like to know if the Navy has any school for the training of personnel who wish to become chaplains?—R.E.S., MMFN, USN.

• The Navy does not conduct an undergraduate program for the training of chaplains. However, you should investigate to see if you are eligible for education or training for this vocation under the Korean G.I. Bill. It should be pointed out, however, that under no circumstances will you be allowed to commence your education or training while still on active duty.

A Navy Chaplain will be able to inform you of things which you can be doing in the meantime to prepare yourself for the ministry.—Ed.

Withdrawal of HHE in Storage

SIR: If household effects are placed in temporary storage, is it permitted to have certain items withdrawn, packed and shipped at government expense?—J. M., SKC, USN.

• Regulations provide that in instances where household goods are placed in temporary storage, the owner (upon written request and agreement to pay any additional cost occasioned thereby) may have certain items withdrawn, packed and shipped at Government expense.—Ed.

Active Duty for Fleet Reservists

SIR: I have been in the Fleet Reserve since 8 July 1952. Can I transfer back into the Regular Navy? If not, can I stay on active duty long enough to complete 30 years service?—H. S., BTC, USN.

• *Current instructions concerning Fleet Reservists who desire to continue on active duty after completion of obligated service are contained in BuPers Instruction 1910.5A. Fleet Reservists may volunteer to remain on active duty for periods of 12 months or for specified periods less than 12 months to complete another pay period, but must be separated on the date immediately preceding the date of transfer to the Retired List.*

All transfers of personnel of the Regular Navy to the Fleet Reserve, when effected, are conclusive for all purposes, except that the Secretary of Navy may authorize the correction of any error which affects the pay status of the individual concerned.—Ed.

Named for Man, Ship or Battle?

SIR: I have a little wager as to how the carrier USS Franklin (CVA 13) came by her name. In the May 1953 issue of ALL HANDS, the article on how ships get their names stated that Franklin was named for a former ship. It seems that I read a story that the carrier Franklin was named for the Battle of Franklin during the Civil War.

How about it?—C.W.D., AOC, USN.

• *The USS Franklin (now CVS 13), like several other carriers, was named for—and carries the name of—older and honored ships of the Navy. Essex, Enterprise, Boxer, Ranger and Randolph are some others. The present Franklin is the fourth U.S. Navy ship to bear that name.*

The first Franklin was a schooner of the 1775 era. The second was a sailing frigate of the 1815-20 era, which, incidentally, had a figurehead of Benjamin Franklin on its bow. The fourth was a steam-screw frigate of the Civil War era.

Incidentally, there was a galley named Franklin during the Revolutionary War which belonged to the Pennsylvania State Navy. The classification

Wearing Hats in Autos

SIR: Are there any regulations which require uniformed enlisted personnel to wear a hat while traveling in a privately owned automobile on or off the station?—R. J. D., RM1, USN.

• *Regulations do not cover the question specifically. It is considered that wearing the hat is part of being in uniform. Exception to wearing the hat is made for those places where being uncovered is recognized by custom as more appropriate—for example, in quarters, offices, theaters, etc. It would appear appropriate that personnel should wear hats while traveling in automobiles on station.—Ed.*

"galley" was applied during that time to vessels of war using both sails and oars.

The Franklin of the 1815-20 era was definitely named for Benjamin Franklin, Revolutionary War era scientist and statesman, and the name has been passed down to the present carrier by that name. It is presumed that the first Franklin, which belonged to the Continental Navy and the galley which belonged to the Pennsylvania State Navy, were also named after the man, although there is nothing in the records to prove the latter.—Ed.

Submarine Training for Reservists

SIR: I am a Reservist on a two-year tour of active duty. Can you tell what course to take in order to apply for submarine school and duty in submarines?—A. W. S., YNSA, USNR.

• *Being a Reservist does not exclude your requesting submarine duty if you meet the following requirements:*

First, you must have six months or more in your present station; second, you must meet the physical and mental qualifications for submarine duty; third, submit a request to the Bureau of Naval Personnel (Attn: Pers B212d) via your commanding officer.

If selected you will have to sign an agreement to remain on active duty for a period of 18 months from time of entry into submarine school.—Ed.

Yeoman Divers

SIR: I was interested in the picture of a diver that you showed in your July issue, since I am a qualified diver. I wondered if I am the only yeoman in the Navy who is so qualified?—R. Bruning, YN1, USN.

• *Almost. The Tabulated Records Branch of the Bureau of Naval Personnel tells us that on the annual personnel inventory of February 1953 their records showed two others. C. E. Betts, YN3, USN and O. B. Hendrix, YNC, USN, are both qualified as Divers, Second Class.—Ed.*

This School is 'Cool'

SIR: I am interested in the new qualifications for Aviation Structural Mechanic (AM) which requires a knowledge of cabin pressurization and air conditioning. Are these subjects currently being taught in the Class "A" and "B" schools? Is there a special school that an AM1 can attend to qualify?—R.A.H., AM1, USN.



• *The curricula of the Aviation Structural Mechanic school, Classes "A" and "B," include instruction on the working principles and the repair of cabin pressurization and air conditioning systems. The amount of instruction given on this subject fully covers the requirements of the Manual of Qualifications for Advancement in Rating (NavPers 18068).*

Students successfully completing the Aviation Structural Mechanic, Class "B" School, return to the fleet with a working knowledge of cabin pressurization and air conditioning. This enables them to understand and repair any such equipment. There is no special school as such for cabin pressurization and air conditioning alone.

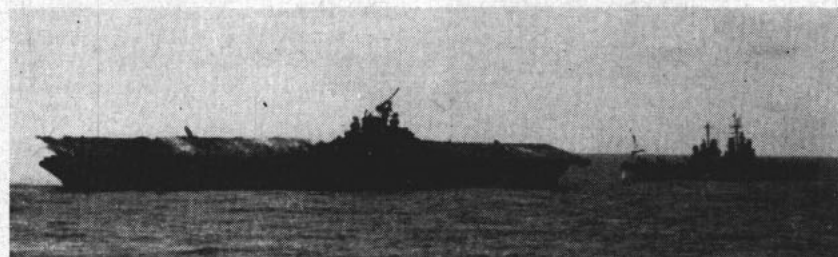
If you desire this training you should request assignment by quota to Aviation Structural Mechanic, Class "B" School, via official channels.—Ed.

Speed Lights and Speed Flags

SIR: It is noted that various ships still use Speed Cones and Speed Lights. These indicators were authorized by DNC 5 which has been obsolete for almost a year. The present communication instruction (ACP 129, Art. 718) authorizes Speed Flags only. What is correct?—R.Z.W., QMC, USN.

• *The use of Speed Cones is not authorized, having been cancelled by a CNO letter of 28 Nov 1952 (Serial 24094-P20).*

Speed lights are authorized and are in use by aircraft carriers, battleships, cruisers, destroyers and some larger auxiliaries. A speed light table will be included in the next regular change to the USN Addendum to ACP 175.—Ed.



USS FRANKLIN (CVS 13) recently had her designation changed to ASW support vessel. She is in tow by cruiser Pittsburgh after WW II Kamikaze raid.

SDEL for MUs

SIR: We anxiously scanned your July 1953 list "Number of Personnel eligible for shore duty." To our dismay we found that musicians (MU) were not included. Is there a separate eligibility list for musicians? — J. W., MU3, USN.



Musician

• The shore duty list for musicians is kept separate from general service ratings, as you guessed. After you send in your shore duty card you will be transferred to a location of your choice, when a billet is open. We talked with the shore duty desk topside and found out that they keep a careful check on musicians. We were told that very often it is the instrument a musician plays that determines his transfer, together with his time at sea and his choice of location for shore duty.—ED.

Policy on Change from Line to CEC

SIR: What is the current policy concerning the transfer of temporary USN line officers to Civil Engineer Corps? I am an NROTC graduate and have a B.S. degree in civil engineering.—R.L.W., ENS, USN.

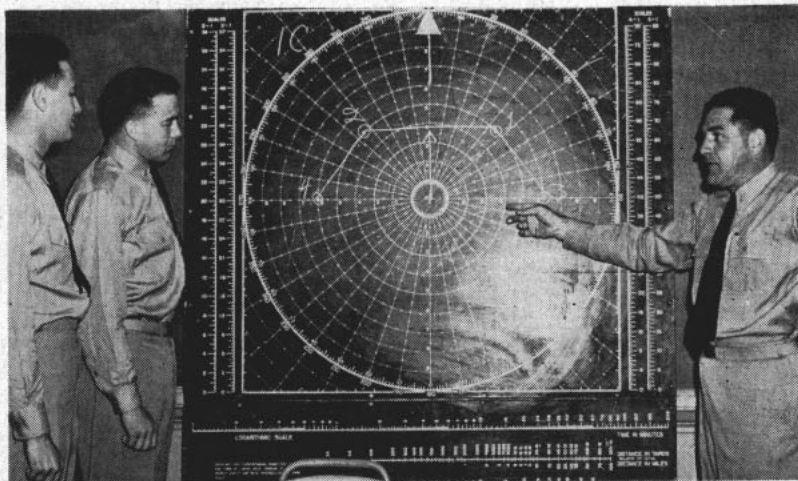
• As an NROTC graduate you will want to refer to BuPers Inst. 1520.5A of 24 Feb 1953, which outlines in detail the eligibility for detailing of ensigns and lieutenants (junior grade) commissioned in the Regular Navy from NROTC units. This directive also contains information as to their eligibility for courses of instruction and change in designation from line to restricted line and staff corps.

In the case of temporary USN officers who are interested in changing their designators to Regular Navy CEC (5100), they must apply for consideration under the normal Regular Navy augmentation program as outlined in BuPers Inst. 1120.12B of 27 April 1953. If the officer is interested in changing his designator to temporary CEC (5101), he may request a normal change of designator in accordance with this same directive.—ED.

No Virginia State Bonus

SIR: Can you tell me whether or not the state of Virginia is paying a state bonus for veterans of World War II? If not, is anything pending on it?—W.R.T., HM2, USN.

• Prior to 1950 the Virginia bonus bill was introduced to the committee but was killed before it reached the floor of either house for action. As a result Virginia does not now authorize a state veterans' bonus, and no legislation to this effect is now in prospect.—ED.



MANEUVERING board problem, being explained to two prospective OODs, is one of several courses set up by Fleet Training Center, San Diego.

New Course Readies Prospective OODs for the Fleet

A new training course for prospective officers of the deck has been set up by Fleet Training Center, San Diego. The first of its kind for Pacific Fleet ships, it consists of three weeks of intensive classroom work.

The course, titled "Basic Instruction for Prospective Officers of the Deck" was designed mainly for junior officers and for officers recalled to active duty. Upon completion of the course the officers can go on with advanced training aboard ship—and should be able to qualify more quickly as top watch standers.

The Fleet Training Center has set up the training program in five divisions:

- **General duties**—Concerns officer of the deck duties, the deck log, honors and ceremonies, standard commands and phraseology. Emergency and special situations are included, such as rescue operations, breakdown, and fueling at sea.

- **Communications**—Instruction in visual and radio signaling, with flaghoist and radiotelephone procedures is given. Mock-ups are used as training aids.

- **Tactics**—Formation maneuvers, station keeping and change of station problems are handled. The maneuvering board is part of this phase.

- **Navigation**—Coastwise piloting and Rules of the Road are the main

sections. The use of navigational instruments, a study of buoyage systems and the principles of radar and loran navigation are also included in the course.

- **Seamanship**—The main problems of anchoring and mooring, general shiphandling and shipboard nomenclature are part of the curriculum.

Since September 1952 more than 200 officers have completed the unique course—Lt. S. J. Gilliland, USNR.



COASTWISE piloting and Rules of the Road are the main subjects taught in the navigation course.

Foremast, Mainmast and Mast

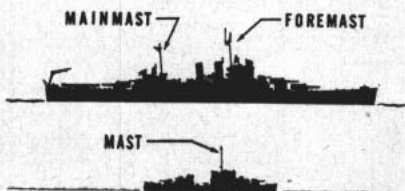
SIR: Which is correct on a single masted ship: "foremast" or "mainmast"? The *Bluejacket's Manual*, pp. 380, states: "On a single-masted ship the mast is amidships or forward, is usually part of the main superstructure assembly and is called the 'foremast' or simply 'mast.'" NavPers 16118, *Seamanship*, p. 442, states: "If the ship has but one mast, it is considered the 'mainmast.'" *Knight's Modern Seamanship* states: "The first mast of a ship is the 'foremast.'"—W.S.R., QMC, USN.

• The "foremast" is the mast nearest the bow; the "mainmast" is the mast regarded as the principal mast in a ship or other vessel. It is the second mast from the bow, except in those two-masted vessels where the after mast is small and subordinate, as in a yawl or ketch.

In a single-masted vessel, the proper term is the "mast" although to call the mast the "mainmast" would not be incorrect. In a two-masted yawl or ketch, the forward mast is the "mainmast," and the after one the "mizzenmast."

In a two-masted ship, other than yawl or ketch, the forward mast is the "foremast," the after mast the "mainmast." In a three-masted ship, the forward mast is the "foremast," the middle mast the "mainmast" and the after mast the "mizzenmast."

In short, in a single-masted ship, the mast is referred to as "the mast" although the term "mainmast" is also acceptable. Another term, "Radar mast,"



Souvenir Books

In this section **ALL HANDS** prints notices from ships and stations which are publishing souvenir records and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn Editor, **ALL HANDS**, and should include approximate publication date, address of ship or station, price per copy and whether money is required with the order.

uss *Kearsarge* (CVA 33)—A limited number of cruise books covering the Korean cruise of *uss Kearsarge* during the period July 1952 to March 1953 are available. Send request and money order for \$4.26 to Custodian, Recreation Fund, *uss Kearsarge* (CVA 33), c/o Fleet Post Office, San Francisco, Calif.

could only be properly applied to a special mast for supporting radar antennae other than the mast usually (and properly) called the "foremast" and "mainmast."—ED.

Distress Signal

SIR: Is displaying the national ensign upside down considered a distress signal as indicated on page 683 of the *Bluejacket's Manual*? I am unable to locate the listing of this distress signal in any publication except *Bluejacket's Manual*. Is it strictly a U.S. Navy signal or an international signal? — E.E.P., QM3, USN.

• Display of the ensign upside down is a national distress signal. It is authorized by Public Law 829, Section 4(a), reprinted as Annex A to DNC 27. The signal is also listed in Table 6, CSP 734(A), (now in a reserve on board status). This table will be reproduced in a forthcoming U.S. Navy publication.

The signal is not used internationally as many foreign flags appear the same right side up as upside down.—ED.

Collar Insignia for CPOs

SIR: We have been discussing the possibility of CPOs wearing gold specialty marks on the collars of their khaki shirts. This would serve to differentiate the CPOs from the general wearer of the khaki shirt and trousers when worn without necktie. Has this matter ever been brought to the attention of the Uniform Board?—D. R. W., CHPCLK, USN.

• Yes, the Uniform Board has considered it. However, in view of the large number of enlisted ratings, the Board did not consider it advisable from the standpoint of manufacturing and stocking.

As for the CPOs being confused with the general wearer of khaki, it seems to us that the CPO cap and the necktie make a difference. Also, a CPO usually wears his coat when ashore.—Ed.

Guns on WWII LSTs

SIR: Could you verify the fact that during World War II, LSTs carried 3-in. guns? I was a QM aboard *LST 6* and I am sure that we had a 3-in. gun mount on our stern.—J.T.S., QMQC, USNR.

• Most LSTs in the early part of World War II carried 3-in. guns. Later, LSTs were equipped instead with 40mm guns.

Armament installations on LSTs were in a constant state of change. In September 1942 for example, it was decided to install 3-in. guns on LSTs destined for the U.S. Navy, while the first 25 LSTs delivered to the British were to have 12-pounders.—Ed.

Vocational Training for Veterans

SIR: I am drawing compensation from the Veterans Administration for a service-connected disability I received in action in Korea. I was on active duty

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Superintendent of Documents
Government Printing Office
Washington 25, D.C.

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Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Pennsylvania* (BB 38)—All personnel who wish to attend the reunion of this ship, to be held 21 Nov 1953 at the Naval Gun Factory, Washington, D. C., should write to Ralph J. Hopkins, 3362 B. So. Wakefield St., Arlington 6, Va.

• *Ninth Naval District Officers*—Officers who served in the Ninth Naval District prior to World War II will hold a reunion on 5 Dec 1953 in the Naval Reserve Armory, Chicago, Ill.

For reservations, write to CAPT A. F. Block, USN, 403 West 3rd St., Davenport, Ia.

• *uss LST 724*—Officers and enlisted men who are interested in a reunion to be held in August 1954, place not yet decided, should write to Eugene Dreger, 568 Manhattan Ave., Brooklyn 22, N. Y.

• *uss LCI(L) 12 and 15*—The next reunion is scheduled to be held in Louisville, Ky., during the summer of 1954. Write Dean Helm, 3799 Juniper Rd., Baltimore 18, Md., for details.

• *uss Hayter* (DE 212)—All former enlisted men and officer personnel who served in this ship between 1944 and 1946, and are interested in holding a reunion, may contact Kenneth J. McGuire, 863 Kinsella St., Bronx 62, New York, N. Y.

for two years. I would like to know if I am entitled to vocational rehabilitation training at government expense.—G.A.E., Ex-MM3, USN.

• *Not necessarily. One requirement of the law is that you must need the training to overcome the handicap of your disability. It is suggested that you contact the regional office of the Veterans Administration nearest to your residence or the Civil Readjustment Officer at the Naval District Headquarters.*—Ed.

Plankowners' Certificates

SIR: Our ship, *uss John S. McCain* (DL 3), is to be commissioned in the near future and we would like to know where we can get "Plankowner's Certificates."—W. M., YNC, USN.

• "Plankowner's Certificates," and all other certificates of this nature are entirely unofficial and are not printed or distributed by the Navy.

Ships take the initiative and print them for themselves.

We suggest you pool your talent and draw one up. For a sample, see article in ALL HANDS, November 1952.—Ed.

Commercial and G.I. Insurance

SIR: I will soon be getting out of the Navy and I'm planning to apply for \$10,000 worth of G.I. insurance available to Korean veterans. I already have a \$5,000 commercial life insurance policy. Will I still be able to get the full \$10,000 G.I. policy, even though I hold commercial insurance?—J. C. B., BM2, USNR.

• *Yes. The amount of commercial insurance you carry in no way reduces the amount of G.I. insurance to which you are entitled.*—Ed.

What's a Ship's Main Battery?

SIR: A gunner's mate on our destroyer claims that the dual-purpose, twin 5-in.38 cal. guns on our ship constitute her "main battery." I say it is the torpedoes. Who's right—R.L.R., TM3, USN.

• *We asked a BuOrd expert about your question. Here is what he had to say about it:*

A recent publication, "Naval Ordnance and Gunnery," September 1950 (NavPers 16116-B), modernizes the classifications. On page 321, the guns of the largest caliber aboard a ship are defined as her "Main Battery." But, it goes on to state, the term is sometimes extended to indicate the weapon of greatest potential effect. For example, the Main Battery of an aircraft carrier would be its planes; of a submarine, its torpedoes; of certain landing craft, its rocket battery.

A corollary to this modern interpretation is found in the opinion of many

who have served in cruisers of the Sixth Fleet. In a joking manner, they consider the Saluting Battery to be the most important guns aboard, hence call it the "Mediterranean Main Battery." At least one ship, in fact, carried the traditional "E" for gunnery excellence as a gag on the splinter shield around her six-pounders.

Our BuOrd authority says that with modern armaments it is not practical to point to a given equipment and state with finality, "This is its most potent weapon." At Okinawa, fighting Kamikaze suicide aircraft, some destroyers would have traded all their torpedoes for one more machine gun; at Guadalcanal, struggling at point-blank ranges with Japanese battleships and cruisers, the same destroyers would have sacrificed anything for another torpedo or two.

Arbitrating the perennial argument between destroyer GMs and TMs on the subject of which weapon installation constitutes the "Main Battery," puts the "umpire" in an untenable position. In short, there exists no ironclad statement definitely describing either the DP 5"/38 battery or the torpedo armament as the "Main Battery."—Ed.

No Change in Length of Enlistment

SIR: Is the Navy cutting regular enlistments from four years to 36 months? There are many arguments on this subject going on around the ship.—R. H. K., FPFN, USN.

SIR: Is it true that there is a bill up before Congress to shorten Navy enlistments one year? There have been quite a few rumors going on about this and we would appreciate the straight dope.—H. B. C., SK3, USN.

• *Rumors will be rumors—and there is nothing to this one. All regular Navy enlistments are still for "minority" or for four or six years. There is no change in the wind.*—Ed.



FIGHTING TIN CAN—*USS Wiltsie* (DD 716) is another veteran of recent conflict. She won eight of nine possible battle stars for Korean service.



USS VALLEY FORGE (CVA 45), with aircraft elevator raised, prepares to enter one of canal's narrow locks. Canal transit took 11 hours.

Carrier Emerges from Tight Scrape with Few Scratches

Easing a 27,000-ton aircraft carrier through the narrow confines of the Panama Canal is far from simple, but with the help of five pilots and a few hull modifications USS Valley Forge (CVA 45) recently made the trip in approximately 11 hours.

Returning from her fourth tour of Korean combat duty, Valley Forge was en route to duty with the Atlantic Fleet after more than three years in the Pacific. The trip through the canal cut some 7800 miles off her trip from San Diego to Norfolk. Perhaps not the largest

ship ever to transit the "Big Ditch," the "Happy Valley" is the largest type U. S. aircraft carrier able to make the crossing. Reconverted Essex and Midway class carriers cannot squeeze through.

Before the ship left San Diego several gun tubs were taken off, and the port aircraft elevator was raised above the flight deck. It was still a tight squeeze through the narrow locks, and the sides were scraped slightly.

A few dabs of paint had the damage repaired the next morning, however.



LARGEST TYPE U. S. CARRIER able to make the transit, 'Happy Valley' is heading into the canal's Gaillard Cut. Short cut saved 7800 miles.

Ball or Halberd?

SIR: The question has come up as to whether it would be proper to fly a rear admiral's personal flag from a boat's flagstaff that is topped by a ball under the following circumstance: The admiral is making an official inspection of one of the ships under his command and is using the boat regularly assigned to the commanding officer of that ship.—Halberd E. D. N., LT, USN.



Halberd

• It is not proper to display a rear admiral's flag from a flagstaff fitted with a ball (a ball being the proper flagstaff insignia for an officer in the rank of captain). According to the pamphlet "How to Display and Respect the Flag of the U. S.," the flagstaff insignia should correspond in rank to the personal flag. If an admiral were using a captain's gig, proper flagstaff insignia would be used—(a halberd in this case). If not available, the regular flagstaff insignia assigned to the boat would be covered.—Ed.

Too Many Hashmarks

SIR: I noticed in the photograph on page 27 of the June 1953 issue of ALL HANDS that Harry S. Morris, TMC, USN, who has 50 years' service, is wearing only eight hashmarks. Shouldn't it be 12?—D. J. B., LCDR (SC), USN.

• It should be, and technically you're right, but veteran Chief Morris literally can't get them all on his sleeve!

It's a common practice for men in the Navy to limit the number of service stripes they wear when they get a lot of them. The allowable space is only 24.7 inches according to the Regs. Twelve would be a bit crowded.—Ed.

Submarines in Pearl Harbor Attack

SIR: How many submarines were at Pearl Harbor during the attack on 7 Dec 1941?—G.L.G., SO3, USN.

• Of the 22 submarines in the Pacific Force that were based at the Pearl Harbor Submarine Base 7 Dec 1941, only five were tied up at Pearl during the air attack. While most of the crews of these submarines were on liberty, the men remaining on the boats made a good showing. For example, Torpedoman's mate Pasqual Mignon single-handedly downed a Japanese torpedo plane with a machine gun.—Ed.

Wearing Qualification Badges

SIR: If a man rated the Combat Infantryman Badge, or the Aviation Badge or Paratrooper Distinguishing Device while in the Army, can he wear them while in the Navy?—R. H. C., YN1, USN.

• No. They are qualification badges, not decorations—and as such are not authorized for wear on the naval uniform.—Ed.

Compartmentation Helps Keep Navy Ships Afloat

It was 0549 of the morning of 24 May 1941. Fog and snow flurries made a blinding curtain across the choppy waters of the Denmark Straits. It had been a tense and anxious night for HMS *Hood* running at full speed in pursuit of the German battleship *Bismarck*. But now through patches of snow flurries and low-lying fog banks could be seen the tremendous bulk of the German battleship, spray flying from her bow as she sped away from the British battlecruiser.

The range quickly closed. Now only 25,000 yards separated the two.

Hood opened fire and her first salvo was seen to throw up straddling splashes around the German ship.

At 0550 as *Hood* turned away to bring her stern batteries into play, *Bismarck* opened fire. Within a few minutes, spectators watching the battle from other British ships nearby, saw a tremendous flame shoot upwards between *Hood's* masts to the height of a thousand feet. The searing fire lasted but a few seconds, and then dissolved into smoke which settled over the sea.

When the smoke lifted, the place where *Hood* had been only minutes before was now nothing but gray, tossing water.

Three days later, after taking the combined assault of the heavy guns of the British battleships, battle cruisers and cruisers and the torpedoes of British destroyers and torpedo planes, the battered *Bismarck* finally was sunk.

Admittedly, *Hood* had been the victim of a lucky hit by the first salvo fired at her, but this dramatic sea battle has become a case history in the study of techniques of damage control.

The German ship was probably one of the most completely compartmented ships ever constructed. Her high degree of *watertight integrity*—an important term in anyone's damage control lingo—had given her great staying power in a sea fight.

Watertight integrity is an important factor in the construction of every ship of the U. S. Navy today. To see how it is built into a new vessel, let's take a look at how a ship is built.

Every ship, such as the typical aircraft carrier shown on the next page, is structurally like a box girder. The shell plating forms the sides of the vessel and her bottom while the weather deck forms the top.

The most important structural member of a ship is the *keel*. The keel is an internal structure running the length of the vessel from the stem to the stern frame along the bottom. It acts as a backbone. The keel frame joins the stem and stern frames to complete the backbone.

The shell plating (sides) is assisted in resisting the pressure of water, wind and wave by two sets of stiffening members called frames. One set of frames, the *transverse frames*, extend from the keel outward like the ribs of a human being. The other, *longitudinal frames*, run parallel to the keel along the bottom, bilge and side plating and tie together the transverse frames and bulkheads. They are numbered from the keel to gunwale.

The two sets of stiffening frames, transverses and longitudinals criss-cross each other like a grating. When

the frames are designed as "deep plate members," like the keel, they form a boxlike framework.

This is called "cellular construction." The transverse frames are called *floors* when they are designed as deep girders. The longitudinal frames are simply called *longitudinals*.

On vessels larger than destroyers, this cellular double bottom is usually covered by a layer of watertight plating called the *inner bottom* or *tank top*. This inner bottom provides a barrier against flooding, and can also be used to carry oil, fresh water or ballast.

Battleships and aircraft carriers have the most extensive systems afloat. Many have "triple bottoms" to protect the vessel from mine explosions under the hull. Double bottoms along the sides have grown into complicated torpedo-protection systems having from four to seven layers of cells.

The interior of a vessel is divided into compartments by vertical walls called *bulkheads*. Bulkheads are either

(Continued on page 34)

Here's Why Compartments are Numbered

Ever wonder how compartments are numbered and why?

From forward aft, naval vessels are cut by transverse bulkheads into three or four divisions labelled A, B, C, and D. In a three-division ship, Division A extends from the stem to the forward transverse bulkhead of the forward machinery compartment. Division B includes the space from that bulkhead to the after bulkhead of the after machinery compartment. Division C comprises the remaining space aft. In a four-division ship, the boiler and engine room compartments are divided into two parts, Divisions B and C, with Division D taking up the remaining space aft.

All compartments on board ship are designated by various letters and numbers to indicate both their location and use.

For example, a compartment might have the designation B-215-L. The first letter indicates the division in which the compartment is located. The first numeral of the three-numeral group shows what deck it is on, and the last two numerals of the group show the number of the compartment within the division. Odd numbers are used for compartments on the starboard side, even numbers the port side.

In this particular case, the compartment is the eighth in Division B, from the forward transverse bulkhead on the starboard side and on the second deck.

To define further the contents or use of a compartment the numeral group is followed by a designating letter. In the example cited, the letter L stands for "living quarters." Other letters and their meanings are: M-Ammunition; E-Machinery; W-Water; F-Fuel; V-Void; B-Guns and A-Storeroom.

For compartments extending from the inner bottom up through two or more decks, the designation is the division letter followed by a number in the series 1 to 100. Such compartments would be engine room, fireroom, peak tank, etc.

TYPICAL AIRCRAFT CARRIER

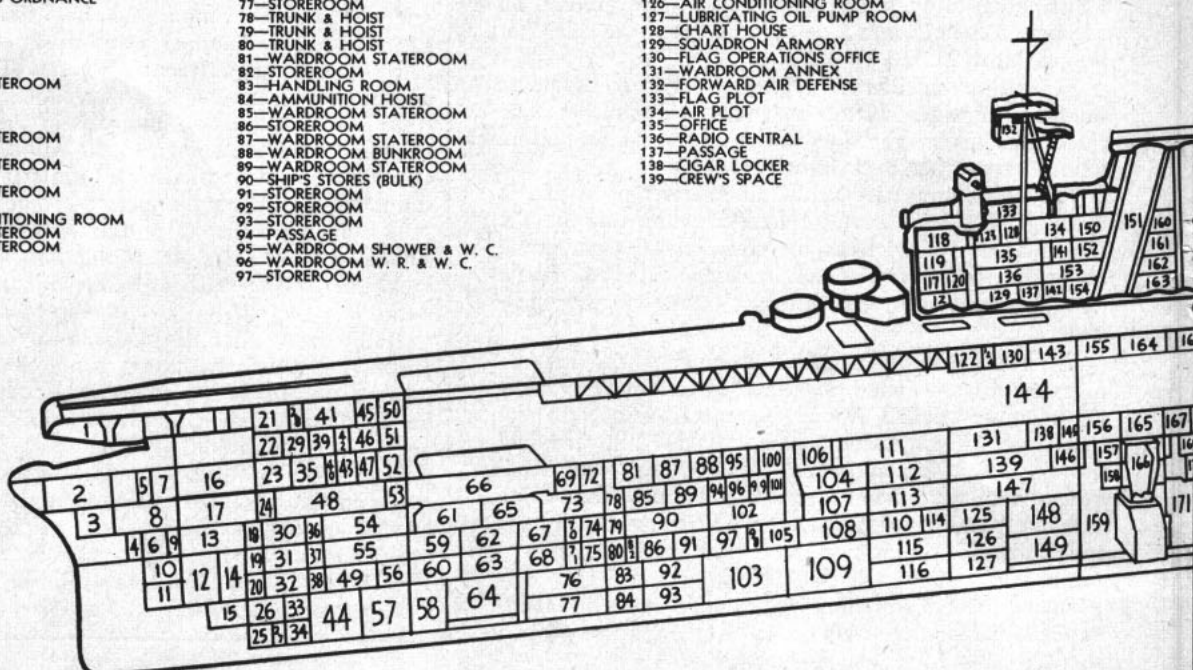


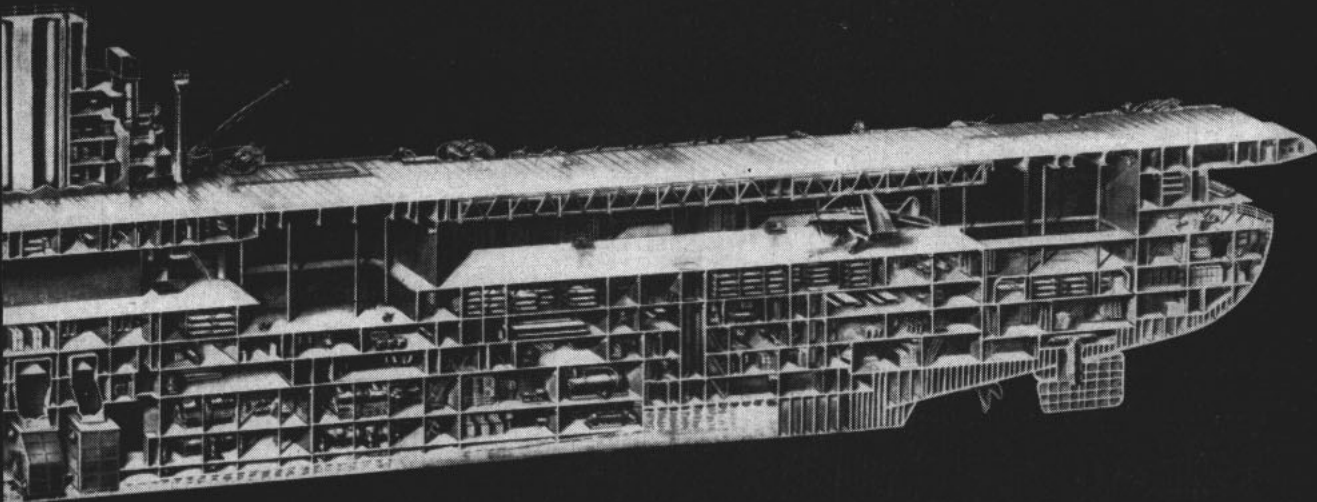
- 1—FLOATER-NET STOWAGE
- 2—BOATSWAIN'S STORES
- 3—BOATSWAIN'S STORES
- 4—PEAK TANK
- 5—PASSAGE
- 6—S. D. STORES
- 7—WARDROOM BARBER SHOP
- 8—PASSAGE
- 9—PASSAGE
- 10—S. D. STORES
- 11—S. D. STORES
- 12—PORT CHAIN LOCKER
- 13—S. D. STORES
- 14—STARBOARD CHAIN LOCKER
- 15—CHAIN LOCKER SUMP PUMP
- 16—WINDLASS ROOM
- 17—CREW BERTHING
- 18—PASSAGE
- 19—PASSAGE
- 20—PASSAGE
- 21—WARDROOM STATEROOM
- 22—WARDROOM STATEROOM
- 23—WARDROOM STATEROOM
- 24—WARDROOM STATEROOM
- 25—PASSAGE
- 26—PAINT STOWAGE
- 27—PAINT STOWAGE
- 28—PASSAGE
- 29—WARDROOM STATEROOM
- 30—S. D. ENGINEERING ORDNANCE STORES
- 31—S. D. STORES
- 32—S. D. STORES
- 33—OPEN
- 34—PAINT STOWAGE
- 35—WARDROOM STATEROOM
- 36—PASSAGE
- 37—PASSAGE
- 38—PASSAGE
- 39—WARDROOM STATEROOM
- 40—PASSAGE
- 41—WARDROOM STATEROOM
- 42—PASSAGE
- 43—WARDROOM STATEROOM
- 44—FRESH WATER
- 45—AVIATOR'S CONDITIONING ROOM
- 46—WARDROOM STATEROOM
- 47—WARDROOM STATEROOM
- 48—PASSAGE
- 49—S. D. STORES

- 50—WARDROOM SHOWER & W. C.
- 51—WARDROOM SHOWER & W. C.
- 52—WARDROOM SHOWER & W. C.
- 53—WARDROOM STATEROOM
- 54—S. D. ELECTRICAL & RADIO STORES
- 55—S. D. STORES
- 56—S. D. STORES
- 57—FRESH WATER
- 58—FRESH WATER
- 59—ORDNANCE STORES
- 60—S. D. CANVAS & FABRIC STORES
- 61—GAS MASK & PROTECTIVE CLOTHING STOWAGE
- 62—S. D. STORES
- 63—CANVAS & FABRIC WORKSHOP
- 64—ELEVATOR MACHINERY & PUMP ROOM
- 65—S. D. STORES
- 66—NO. 1 ELEVATOR PIT
- 67—S. D. STORES
- 68—5" SHELL & HANDLING ROOM
- 69—PASSAGE
- 70—TRUNK
- 71—TRUNK
- 72—WARDROOM STATEROOM
- 73—PASSAGE
- 74—S. D. STORES
- 75—5" A. A. POWDER
- 76—STOREROOM
- 77—STOREROOM
- 78—TRUNK & HOIST
- 79—TRUNK & HOIST
- 80—TRUNK & HOIST
- 81—WARDROOM STATEROOM
- 82—STOREROOM
- 83—HANDLING ROOM
- 84—AMMUNITION HOIST
- 85—WARDROOM STATEROOM
- 86—STOREROOM
- 87—WARDROOM STATEROOM
- 88—WARDROOM BUNKROOM
- 89—WARDROOM STATEROOM
- 90—SHIP'S STORES (BULK)
- 91—STOREROOM
- 92—STOREROOM
- 93—STOREROOM
- 94—PASSAGE
- 95—WARDROOM SHOWER & W. C.
- 96—WARDROOM W. R. & W. C.
- 97—STOREROOM

- 98—GASOLINE PUMP MOTOR ROOM
- 99—WARRANT OFFICERS' SHOWER & W. C.
- 100—WARDROOM STATEROOM
- 101—W. O. PANTRY
- 102—LUCKY BAG
- 103—TANK
- 104—W. O. MESS
- 105—GASOLINE PUMP ROOM
- 106—WARDROOM STATEROOM
- 107—TAILOR SHOP
- 108—STOWAGE
- 109—TANK
- 110—STOWAGE
- 111—WARDROOM MESS
- 112—CREW SPACE
- 113—MARINE STORES EQUIPMENT
- 114—PASSAGE
- 115—STOWAGE
- 116—PUMP ROOM
- 117—MAIN COMMUNICATION
- 118—PILOT HOUSE
- 119—CODING ROOM
- 120—PASSAGE
- 121—HANDLING ROOM & CREW'S SHELTER
- 122—GUEST STATEROOM
- 123—CAPTAIN'S SEA CABIN
- 124—PASSAGE
- 125—PLOTING ROOM
- 126—AIR CONDITIONING ROOM
- 127—LUBRICATING OIL PUMP ROOM
- 128—CHART HOUSE
- 129—SQUADRON ARMORY
- 130—FLAG OPERATIONS OFFICE
- 131—WARDROOM ANNEX
- 132—FORWARD AIR DEFENSE
- 133—FLAG PILOT
- 134—AIR PILOT
- 135—OFFICE
- 136—RADIO CENTRAL
- 137—PASSAGE
- 138—CIGAR LOCKER
- 139—CREW'S SPACE

- 140—SIGNAL SHELTER
- 141—EQUIPMENT ROOM
- 142—OFFICERS' W. C.
- 143—OVERFLOW SUMP
- 144—HANGAR
- 145—PASSAGE
- 146—PASSAGE
- 147—ARMORY
- 148—FORWARD GE
- 149—FORWARD GE
- 150—AEROLOGICAL
- 151—UPTAKE
- 152—ADMIRAL'S SE
- 153—EQUIPMENT RO
- 154—CREW'S W. C.
- 155—AVIATORS' RE
- 156—GUNNERY OFF
- 157—PASSAGE
- 158—ENGINEER'S ST
- 159—NO. 1 FIRE RO
- 160—MAINTENANCE
- 161—FLIGHT DECK
- 162—LUB. OIL SERV
- 163—STOREROOM
- 164—OFFICE
- 165—CREW'S SPACE



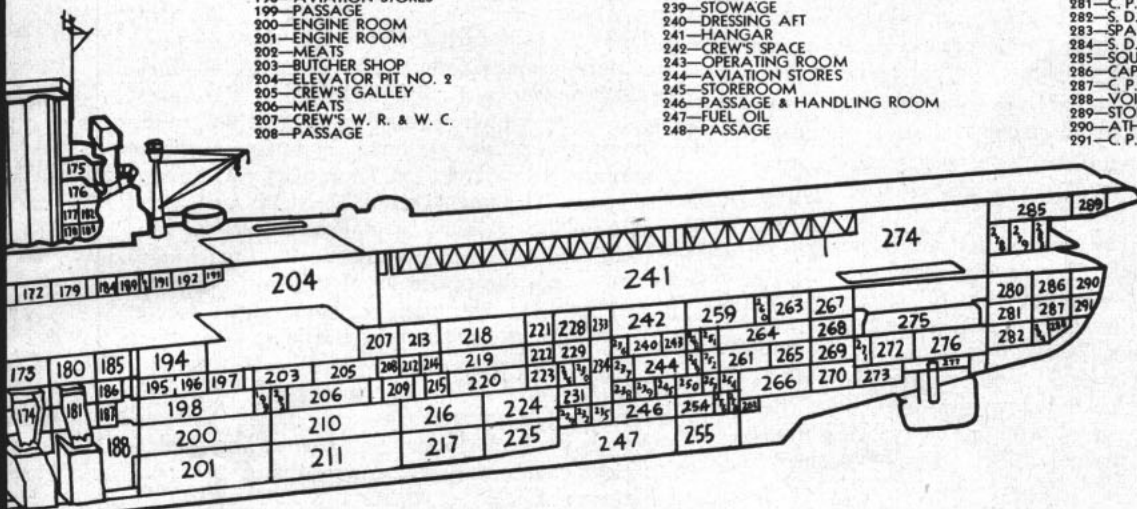


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- 166—UPTAKE
- 167—SHIP'S STORES
- 168—SQUADRON OFFICE
- 169—PASSAGE
- 170—ENGINEER'S STORES
- 171—NO. 4 FIRE ROOM
- 172—SQUADRON OFFICE
- 173—PEACOCK LOCKER
- 174—UPTAKE
- 175—SECONDARY CONNING STATION
- 176—FLIGHT DECK GEAR
- 177—F. D. REPAIR PARTY STATION
- 178—EMERGENCY DRESSING STATION
- 179—SQUADRON OFFICE
- 180—CREW'S W. R. & W. C.
- 181—UPTAKE
- 182—REPAIR GEAR LOCKER
- 183—PASSAGE
- 184—SQUADRON OFFICE
- 185—CREW'S W. R. & W. C.
- 186—PASSAGE
- 187—ENGINEER'S STORES
- 188—NO. 7 FIRE ROOM
- 189—AVIATION INSTRUMENT REPAIR
- 190—PASSAGE
- 191—ORDNANCE & TOOL ISSUE ROOM
- 192—PLANE CAPTAINS' GEAR ROOM
- 193—AIR DEPARTMENT BUNK ROOM
- 194—MARINES' QUARTERS
- 195—SHIP'S STORE
- 196—CREW'S MESS
- 197—SCULLERY
- 198—AVIATION STORES
- 199—PASSAGE
- 200—ENGINE ROOM
- 201—ENGINE ROOM
- 202—MEATS
- 203—BUTCHER SHOP
- 204—ELEVATOR PIT NO. 2
- 205—CREW'S GALLEY
- 206—MEATS
- 207—CREW'S W. R. & W. C.
- 208—PASSAGE

- 209—FRUIT
- 210—ENGINE ROOM
- 211—ENGINE ROOM
- 212—TRUNK
- 213—CREW'S BERTHING
- 214—TRUNK
- 215—PASSAGE
- 216—AFTER GENERATOR ROOM
- 217—AFTER GENERATOR CONDENSERS
- 218—CREW'S BERTHING
- 219—CREW'S MESSROOM
- 220—AVIATION STORES
- 221—CREW'S BERTHING
- 222—MEDICAL STORES
- 223—AVIATION STORES
- 224—EVAPORATOR ROOM
- 225—AFTER DIESEL GENERATOR ROOM
- 226—TRUNK
- 227—GYRO & AFT 5" AA GROUP CONTROL STATION
- 228—BOMB VANE STOWAGE
- 229—DISPENSARY
- 230—AVIATION STORES
- 231—STOWAGE
- 232—STOWAGE
- 233—ELEVATOR
- 234—ELEVATOR
- 235—ELEVATOR MACHINERY
- 236—PASSAGE
- 237—TRUNK
- 238—TRUNK
- 239—STOWAGE
- 240—DRESSING AFT
- 241—HANGAR
- 242—CREW'S SPACE
- 243—OPERATING ROOM
- 244—AVIATION STORES
- 245—STOREROOM
- 246—PASSAGE & HANDLING ROOM
- 247—FUEL OIL
- 248—PASSAGE

- 249—STORES & DRY PROVISIONS
- 250—STOREROOM
- 251—TRUNK
- 252—TRUNK
- 253—TRUNK
- 254—PASSAGE
- 255—VOID
- 256—PASSAGE
- 257—5" SHELL & HANDLING ROOM
- 258—STOREROOM
- 259—CREW'S SPACE
- 260—PASSAGE
- 261—STORES & DRY PROVISIONS
- 262—VOID
- 263—CREW'S W. R. & W. C.
- 264—C. P. O. MESSROOM
- 265—STORES & DRY PROVISIONS
- 266—DRY PROVISIONS (CASED)
- 267—CREW'S W. R. & W. C.
- 268—ELEVATOR TANKS
- 269—C. P. O. STORES
- 270—ELEVATOR TANKS
- 271—TRUNK
- 272—AVIATION ENGINE STORES
- 273—MOTOR & CONTROL ROOM
- 274—ELEVATOR PIT #3
- 275—C. P. O. QUARTERS
- 276—AVIATION ENGINE STORES
- 277—STEERING GEAR ROOM
- 278—PASSAGE
- 279—OXYGEN TRANS ROOM
- 280—C & R TOOL & TISSUE ROOM
- 281—C. P. O. SHOWERS
- 282—S. D. STORES
- 283—SPARE PARTS
- 284—S. D. STORES
- 285—SQUADRON STOREROOM
- 286—CAPTAIN MACHINERY ROOM
- 287—C. P. O. LOCKERS
- 288—VOID
- 289—STOREROOM
- 290—ATHLETIC STORES
- 291—C. P. O. STOREROOM



Compartmentation Keeps Ships Afloat

watertight structural bulkheads or merely partitions or *joiner bulkheads*. Structural bulkheads give the ship contour, shape, rigidity and strength. They serve to divide the ship into numerous watertight compartments or rooms.

The ship is divided horizontally by a series of *decks* and *platforms* into tiers of compartments, the decks forming the floors and ceilings of the compartments.

Incidentally, a "floor" is always called a *deck* and a "ceiling" is always called an *overhead* since the words "floor" and "ceiling" have other distinct meanings. A *floor* is a transverse partition in a double bottom and a *ceiling* is, in a broad sense, any planking covering the interior of frames.

Gaining watertight integrity within this honeycomb of bulkheads, decks, and overheads—all of which are pierced with cables, ventilation ducts, piping and doors—is not easy. Each such hole must be plugged by a stuffing tube, pipe spool or other device to prevent water from leaking in. Piping and ventilation ducts are equipped with shut-off valves on either side of each bulkhead in case the piping is damaged.

Each door is watertight and can be shut and opened quickly. Each hatch is fitted with a small "manhole" access to provide quicker closing and greater watertight integrity.

In short, watertight integrity is primarily a matter of compartmentation. The more watertight compartments you have in a vessel the better chance you have to restrict flooding within the vessel. The more bulkheads, decks and overheads that must be ruptured or breached

in order to flood a sufficient portion of the ship to cause her to lose buoyancy and sink the better chance you have to remain afloat.

But if that's all there was to building a ship, ship designers would have a lot easier time than they do. There are, of course, a number of other considerations. Obviously, the more bulkheads you have, the more difficult it is to move around and the less room you have for simple living. It is a question of reaching a happy medium between the amount of living and working space you need and the amount of watertight integrity required.

There are, however, other ways of creating watertight integrity besides compartmentation. Since World War I construction days, the U. S. Navy has used the "Up and Over" method of design. Instead of piercing bulkheads beneath the "damage control deck" (so called because it is the first deck having free movement fore and aft through bulkhead doors) with doors that will allow crewmembers to move directly from one compartment to another *on the same deck level*, the design is such that the crewmember must first go up to a deck that will allow him to move forward or aft, and then move downward to the desired compartment via hatches and ladders. "Up-and-Over" construction prevents flooding a deck level the full length of the ship.

Armor plate, in which warships are clad, helps insure watertight integrity also. Naturally, if a projectile cannot penetrate the steel sides of a ship, that ship will suffer no flooding. Armor *belts* also encircle a ship.

As you study the cutaway on pages 32-33, notice how the "Up-and-Over" method of design is applied and how voids and tanks are used to provide the ship with a high degree of watertight integrity.

Navy Nomenclature Names Decks According To Their Position or Use

Navy deck nomenclature broadly follows these general rules, differentiating between *decks*, *platforms* and *levels*:

- **Deck**—All horizontal levels which extend from side to side and from stem to stern within the main hull (main deck and below) are called "decks." (See exceptions below for forecastle deck, upper deck and poop deck which are "partial decks.")

- **Platform**—Horizontal levels within the main hull which are of partial extent are called platforms.

- **Level**—Horizontal levels in the superstructure are called "Levels" and are numbered from bottom to top as 01, 02, etc.

A deck is named two ways: first, by its position in the ship and, second, by its use. Decks extending from side to side and from stem to stern are *complete decks*, while decks covering only certain portions of the vessel are called *partial decks*. The uppermost complete deck is called the *Main deck*.

The complete decks below this are called the *Second deck*, *Third deck*, etc., normally being numbered downward. Partial decks often have special names such as:

- **Forecastle deck**—A partial deck above the main deck at the bow.

- **Upper deck**—A partial deck above the main deck

that is part of the hull of the ship (that is, the hull plating is carried up to it). Generally it extends from the bow to aft of amidships. Additional areas above this in the superstructure are usually named for their use, i.e. Communication deck, Signal bridge or Navigating bridge.

- **Poop deck**—A partial deck above the main deck in the stern, usually found only in merchant ships.

- **Platform decks**—Partial decks below the lowest complete deck, which are broken to provide for the machinery spaces, are designated platforms. These are numbered downward as *First platform*, *Second platform*, etc. The inner bottom is usually called the *hold*. Miscellaneous working platforms, or *flats* consisting of gratings, are located in the machinery spaces to aid in the operation of the ship's engines.

In addition to the above nomenclature, some decks are known by names describing only their use or function. For example:

- **Weather deck**—The uppermost deck, or a deck without complete overhead protection.

- **Armor deck**—A deck which carries heavy plating to resist enemy projectiles or bombs. Also known as a *Protective deck*.

- **Splinter deck**—A primary or subsidiary protective deck having light armor plating to resist the penetration of subcalibre projectiles or splinters.

★★★★★ TODAY'S NAVY ★★★★★

C.O.D.—Codfish Airline

"Codfish Airline, Flight One-Six, now loading. Have your tickets ready."

Although such announcements are common to commercial airlines the world over, a ticket for a Codfish flight cannot be bought and your only chance to fly this airline would be to board it somewhere in the Sea of Japan or Korea—or in the Mediterranean area, where a sister line is operating.

The recent Korean war brought about the establishment of the Navy airline to service Task Force 77 and some small emergency airfields with top priority cargo and personnel.

A plane that could carry heavy loads of cargo and personnel yet still make carrier landings was needed. The Navy had a plane—the TBM Avenger torpedo plane of World War II fame.

To meet the needs of transport service, the powerful former fighting plane was modified. The bomb bays, that once carried torpedoes, were converted to carry cargo, and the interior was fitted to accommodate five passengers, a crewman and a pilot.

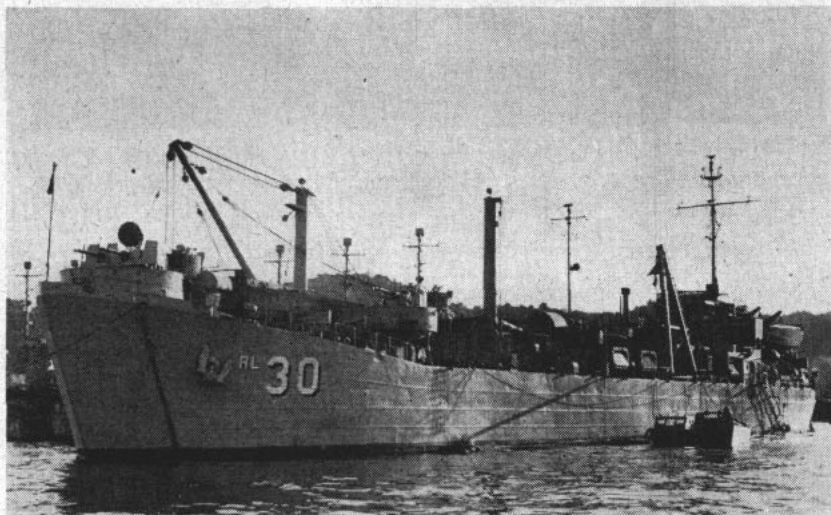
The name "Codfish" originated with the unit's enlisted personnel. "COD" was derived from the unit's official designation, "Carrier On-board Delivery," and "fish" from the Avenger's World War II job of carrying torpedoes.

The Far East Airline actually is a small part of Transport Squadron 23, based at Atsugi, Japan.

uss *Boxer* (CVA 21), while operating with Task Force 77, announced over all circuits the arrival and departures of Codfish flights in the same casual and off-hand manner as would a commercial airline terminal in the U. S.

The men who service the Codfish planes aboard the carriers are almost as proud of the airline as Codfishers themselves. Some even sport jackets embroidered with inscriptions such as "Codfish Mail Handler," "Codfish Red Cap," "Codfish Manifests," and "Codfish Passenger Service."

The ticket procedure is another novelty of the small Codfish operation. Each passenger preparing for a



USS ASKARI (ARL 30), a landing craft repair ship, is shown tied up somewhere in the Far East after her share of "fixin'" during recent hostilities.

flight is given a souvenir Codfish Airline ticket. Printed over a light green background depicting the Korean coastline, the ticket informs the bearer that he is entitled to one passage in either direction between Task Force 77 and Japan, or way points in Korea. On the back of the ticket is printed the date, time of flight, plane and flight number, and this significant inscription: "Good for one month's income tax exemption." (Income tax exemptions were given U. S. military personnel spending at least one day of any month in a combat area.)

AK Rigs Sail on Westbound Voyages

Taking advantage of the prevailing trade winds to add a little speed, a ComServPac cargo ship breezed into Kwajalein one day last summer with tarpaulins jury-rigged as sails.

Crewmen of uss *Sussex* (AK 213) have become so proficient in spreading the canvas that the vessel usually rigs sails on each westbound voyage.

On this particular voyage the use of the sails added about one knot to *Sussex's* usual 10-knot speed.

Joint Exercise Off Formosa

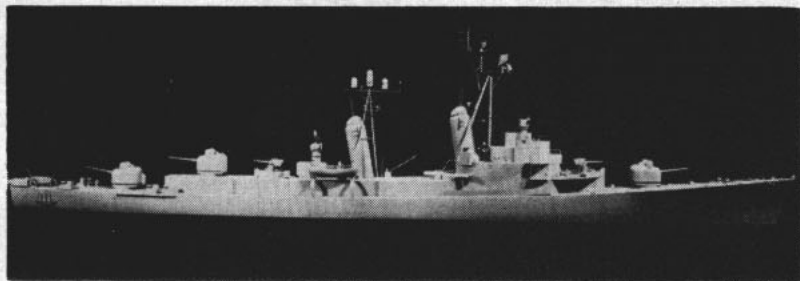
In a joint exercise off the Formosan islands, U. S. Navy ships and planes and aircraft of the Chinese Nationalist Air Force recently carried out air defense measures.

Nationalist planes, simulating an enemy, first conducted a search for surface units in the Formosa Straits. When "enemy" units were located, simulated dive-bombing attacks were pressed home on uss *New Jersey* (BB 62) and escort destroyer uss *Fletcher* (DDE 445), the ships taking advantage of the air "attacks" to check out their own air defense measures.

At the same time, 150 officers and men of the expanding Chinese Nationalist Navy on board the battleship received detailed instruction in various phases of shipboard operations.

In the capacity of electronics and gunnery trainees, some of these men were afforded the opportunity of working out air defense problems with the assistance of both their own Air Force pilots and Korean war veterans of *New Jersey*.

Several flights of different type aircraft based on the Nationalist-held island took part in the exercise. Officers of the U. S. Military Advisory Group witnessed the two-day exercise.



STREAMLINED DD 931-class destroyers will resemble this artist's conception. They are slated to join the Fleet in the fall of 1955.

New Class of Large Destroyers Under Construction

Something new in "tin cans," *uss Forrest Sherman* (DD 931), will be the prototype of a new class of larger and more modern destroyers, all now under construction at Bath, Me. Three destroyers of this type are being built. All are expected to join the Fleet in the fall of 1955.

uss Forrest Sherman is named in honor of the late Chief of Naval Operations, Admiral Forrest P. Sherman, USN. He was in command of *uss Wasp* (CV 7) at the time of her sinking in the Pacific. After the war he was Commander of the Sixth Fleet in the Mediterranean and in 1949 was appointed CNO by then-President Truman.

The other new 931 class destroyers are *uss John Paul Jones* (DD 932) and *uss Barry* (DD 933). The new destroyers will be able to perform all the usual functions of a destroyer such as anti-submarine and anti-aircraft protection in the screen, shore bombardment, radar picketing, transfer of mail and personnel, aircraft guarding and air-sea rescue, and perform them better.

The new class is slightly larger than the *uss Sumner* (DD 710) class, but smaller than the *uss Mitscher* (DL 2) class.

The new ship's machinery arrangement includes separation of forward and after fire and engine rooms (similar to the 710 class). The propulsion plant is four-boiler, geared, steam-turbine combination.

Gun batteries are of the rapid-fire type and the torpedo tubes can launch long-range surface and anti-submarine warfare torpedoes. The anti-sub armament also includes hedgehogs, depth-charge projectors and a depth-charge track.

Advances made in the use of aluminum alloys in ship construction will be reflected in the new ships. The entire ship's structure above the main deck will be of aluminum to obtain maximum stability while maintaining minimum ship displacement.

Habitability has been given careful study too. Compartment arrangement and color schemes were studied and specified in detail to a greater extent than previously done in destroyer design. These features include more living area per man and freedom from direct sources of noise, heat and vibration. Each living space has a small recreational area separated from the berthing area and furnished with tables and chairs. Crew bunks will be equipped with individual bunk lights and canvas containers for holding personal effects. In addition, living spaces, control and vital spaces are air-conditioned.

The crew's messing space, which doubles as a recreational space, galley and scullery are located in a compact area on the main deck amidships. A boon to mess cooks will be the conveniently located garbage disposal unit. Accommodations for a crew of 315 men and 22 officers are about equally divided forward and aft.

Washroom and water closet spaces are separate compartments. Towel drying facilities and individual drawers for stowage of toilet articles have been provided for the entire crew. One washroom will have a unique washstand which incorporates elbow operated spray heads and thermostatically controlled water. The need for all these features was indicated by wartime experiences of existing destroyers.

Pint-Sized Fire Truck

Shore-based damage controlmen and fire-fighters will now have a new piece of equipment to help them knock out a fire in quick order. A pint-sized "jeep" fire truck, half the standard Navy size, has been tested and came through with flying colors.

The new fire truck, called the "Ranger," can pump 500 gallons of water a minute at 120 pounds pressure per square inch. A booster tank holds 150 gallons.

"Ranger" is highly maneuverable because of its small size and, being smaller, costs less to produce and can be used at small bases where larger fire-trucks are not justified.

During tests "Ranger" put out an oil fire in a tank of 2000 gallons of fuel. It then was put to work to stop a blazing fire that had been set in a wall filled with oil-soaked excelsior. In addition, an open pit fire was put out and a frame-building fire was smothered. The four fires were handled by four men plus the "Ranger." All fires were extinguished in less than two minutes. The tests were conducted at the Naval Ordnance Laboratory in Washington, D. C.

Korean "Coffee Shop" Ship

Tough little patrol ships are sometimes called upon to do a wide variety of jobs that enliven their work day. One unusual job, performed by the crew of *uss PCEC 896*, during an amphibious operation off the coast of Korea, earned for that vessel the title of "Korean Coffee Shop Ship."

The small ship was acting as control vessel for landing craft en route to the beach during a two-day training exercise. For soldiers, sailors and marines taking part in the operation, *PCEC 896* became a stopping-off point for a cup, jug or tin can of hot java.

In the 48-hour exercise, more than 100 gallons of coffee went over the stern to hard-working boat crews and landing force personnel. They sent up canteens, glass jars, and even battle helmets, to receive the steaming brew.

George Yates, CS1, USN, the ship's chief cook, said, "We must have served 200 or more men coffee and sandwiches. I guess our ship was a natural stopover—we were the nearest to the shore."

Navy's Biggest Air Station

With its network of auxiliary fields, U.S. Naval Air Station, Norfolk, Va., constitutes what is probably the mightiest naval aviation establishment in the world.

It got this way from a small beginning. The day the air station opened back in 1917, its complement was just 320 men, less even than the wartime complement of a destroyer. One building on the station housed the main office, a supply office, store room and machine shop. There were also three barracks and a mess hall with total capacity for 350 men, three 60-foot boats and four small boats, a 200-foot ramp, and 11 tent hangars (for the station's 21 seaplanes). When the station had opened on a temporary basis the previous 19 May 1916, it had but two planes.

Early in World War I, the air station's primary missions were the training of aviators and mechanics and the performance of off-shore patrols. Then in May 1918, patrol and experimental work became the station's main missions. The first successful radio compass for aircraft was developed at Norfolk.

The following years brought expansion and modernization to the Hampton Roads area at Norfolk. Through the efforts of men like VADM P. M. L. "Pat" Bellinger, USN (Ret.), the need for longer runways and improved facilities for shore-based naval aircraft was emphasized and made a reality.

Today, NAS Norfolk serves as "home port" for 34 commands, squadrons and independent auxiliaries. Headquarters for both the Commander, Second Fleet and Commander, Air Force, Atlantic Fleet, are at the station. Headquarters for the recently established Naval Aviation Safety Activity is also located there.

The station provides support for the operation of fleet carriers and their aircraft. It also gives full supply support to the naval air installations at Dahlgren, Md.; Oceana, Va.; Weeksville, N. C.; and the Coast Guard Air Station at Elizabeth City, N. C. In addition, the station supports 25 fleet activities and helps to outfit newly commissioned and re-commissioned ships, squadrons and bases with both general and special supplies, equipment and parts.

At East Field, a 7200-foot runway, to serve latest type aircraft, will soon spread over land that was once mud



RECRUITERS B. Layman, YN2, and LT J. Bradley, get backing for Navy from outgoing 'Miss America,' Neva Jane Langley, at NavCruitSta, Minneapolis.

flats. Appropriations have been made available to expand the accommodations for squadrons, equipment and personnel, at the Oceana base. And recently completed runways at the jet base rank among the best in the world.

Cross-Training in Ships

If the crewmen of the aircraft carrier *uss Randolph* (CVA 15) and the crews of other ships operating with the flattop seem to work with well-oiled precision when the ships put to sea, there's a reason. It's cross-training.

Before the start of a new operation, *Randolph* crewmen and key crew members of escorting ships get together and iron out procedures they will shortly put into practice.

For example, when the skipper of *Randolph* learned that *uss Soley* (DD 707) would be his escort on a recent job, he ordered some of his officers and petty officers to visit their counterparts in the destroyer. Later, two men from *Soley's* signal gang visited *Randolph* and discussed ways to improve visual communications between the ships.

Carrying the novel cross-training one step further, 50 petty officers from the can then came over and met their counterparts at dinner, toured the carrier and kicked around a few problems they faced.

Comment overheard in a passageway: "Why hasn't someone thought of this before?"

Hillbillies Move to New Jersey

uss New Jersey (BB 62) has its own Western style band. It's a hillbilly band formed by William A. Pesnell, SN, USN; Ambrose W. James, SN, USN; Willie A. Howell, SH3, USN; and Joseph H. Hale, SN, USN, and plays requests and its own selections between 1700 and 1800 each night on *New Jersey's* radio station "WRNJ."

"WRNJ" is run for and by crewmembers of the battleship and pipes music and news as well as play-by-plays of sport events over 20 loudspeakers located throughout the ship.



HILLBILLY BAND takes over 'mike' to entertain crewmen of *USS New Jersey* (BB 62) with a ballad.

Woman Marine Lifesaver

Marine SSgt Barbara O. Barnwell has become the first woman to be awarded the Navy and Marine Corps Medal for heroism. She rescued a fellow Marine from drowning at Onslow Beach, Camp Lejeune, N. C.

Her citation reads in part: "Hearing a cry for help from a man struggling in the heavy surf some 50 feet outward from her position while she was swimming in deep water approximately 120 yards from the shore, Sergeant Barnwell immediately swam to the rescue and, although severely scratched on the arm and repeatedly dragged beneath the surface by the drowning Marine, secured a hold on him and commenced to swim to the beach."

"Despite the treacherous undertow which constantly carried her outward from the shore, she bravely maintained her hold until she had reached shallow water and, assisted by a lifeguard, succeeded in bringing the unconscious man to the safety of the beach."

Sergeant Barnwell has been a Regular Marine since May 1949. She is attached to the staff of the Inspector-Instructor, First Air and Naval Gunfire Liaison Company, Fort Schuyler, N. Y.

Faster Than the Eye Can Wink

A new eight-ton electronic computer, capable of doing routine mental "drudgery" many times faster than its equivalent weight in people, has been installed in the Navy's Bureau of Aeronautics. The new machine will tabulate and compute mathematical problems of the jet-age sciences.

This new electronic computer is similar to other such computers already in use by various bureaus in Washington and at some field installations.

The "electronic brain" is capable of performing multiplication or division in 15 thousandths of a second, or twenty times faster than the wink of an eye. It can add and subtract even faster.

Some of the mathematical problems the computer will solve are puzzlers of aircraft design, aircraft logistic requirements and ordering, distributing and scheduling maintenance of aircraft. Heretofore, such complex mathematical problems were solved by conventional methods, which frequently required as long as a month to compute.



BARBARA O. BARNWELL, a Marine staff sergeant, is the first woman to receive Navy and Marine Corps Medal.

Seeing-Eye Pilot

For the second time in a year Lieutenant (junior grade) Howard Trayer, USN, has saved the life of a wounded shipmate with his unusual "seeing-eye" tactics.

The first time was in March 1952 when Thayer was flying a *Skyraider* dive bomber from *uss Valley Forge* (CVA 45) over North Korea. Another pilot, Ensign Ken Schechter, USN, was diving through heavy flak to bomb a rail target near Wonsan when an enemy anti-aircraft shell exploded right in front of his face. The blast ripped off the top of the plane's cockpit and sprayed shrapnel into his face, chest and shoulders. Blinded and losing blood rapidly he frantically signalled for help. Thayer came to his aid immediately.

Guiding the wounded pilot by radio, Thayer led the way across 150 miles of Red-held territory until he found a place to land.

Then he "talked-in" Schechter to a "blind landing" on a tiny dirt airstrip just 10 miles south of the front lines. It was a perfect landing, thanks to Thayer's "seeing-eye" tactics.

The second time that Thayer used his skillful guidance to lead another crippled shipmate to a safe landing was shortly before the Korean war ended.

Thayer was flying a *Panther* jet from *uss Boxer* (CVA 21). His squadron was ordered to attack a strongly defended troop concentration area near the Communists' cen-

tral front. When the *Panther* jets dived to unleash their bombs, Thayer's wingman, Lieutenant (junior grade) John J. Chambers, USN, was hit by shrapnel in both legs and arms. The enemy shell blast also knocked out his radio and instruments.

This called for an entirely different type of rescue technique. Whereas Schechter had had instruments he couldn't see, Chambers could see but had no instruments!

Chamber's radio was out of order so Thayer was forced to give flying directions by hand signals. He had to think fast—he knew that Chambers had been wounded and would be able to fly only a few minutes more. So, flashing signals, he managed to lead Chambers to a successful crash landing on a UN airstrip forty miles south of the area where the plane had been hit.

Concrete Hull AFDL

The Navy's largest concrete-hull AFDL (small auxiliary floating drydock), designed to service nuclear submarines as well as LSTs, is now under construction.

When the huge non-propelled concrete craft is completed in about 15 months, it will be placed in yard service at Puget Sound Naval Shipyard, Bremerton, Wash. This is the first concrete floating drydock ordered by the Navy since World War II. The largest such craft previously built for the Navy was 2800 tons.

The new craft will not be self-supporting. That is, when completed she will not contain such military features as power generation equipment, distillation unit, quarters and messing facilities, which must be installed before it can be used at sea. Until such equipment is installed she will receive her power from shore facilities. For yard use it is equipped with such gear as pumps, valves, capstans and repairing machinery.

This concrete AFDL makes use of the same drydocking principles as do other types of floating drydocks.

The Navy is now operating five standard types of floating drydocks: the AFDB, big brother of the floating drydocks, which can handle BBs of the *Iowa* class and is self-supporting in sea duty; the concrete-hull AFDL (formerly ARDC); the medium-sized AFDM; the large ARD and the small AFDL. These are the craft that make "floating shipyard" service available to the ships of the Fleet.

Whale of a Headache

Moby Dick, the big whale of fiction that turned on a whaler and sent her to the bottom, had nothing on a couple of whales that jousted not long ago with two Navy ships. Moby Dick's descendants did not come off so well in their skirmishes, however.

The first of the strange collisions with the seagoing mammals took place in the Pacific when the destroyer *uss Blue* (DD 744) ran into two or possibly three of them.

"I was standing on the fantail when we hit," relates Jim Driver, FN, USN. "As the stern passed over this one baby our white wake turned bright red. It looked to me as though we had really jolted him."

Other crewmen and officers estimated the ship must have hit a school. Another whale was seen thrashing around astern. A quick check of the ship revealed no damage from the encounter, however.

Not to be outdone, the Atlantic Ocean recently provided its whale tale too.

This time it was an escort vessel *uss Maurice J. Manuel* (DE 351), a member of a 13-ship task force making for Europe as part of this year's summer midshipmen's cruise.

Suddenly an alert lookout spotted a whale dead ahead . . .

The OOD. threw the ship into an evasive maneuver and crewmen thought the ship would miss the big fellow. All at once a jolt shook the vessel from bow to stern.

Apparently the whale had dived but came up directly under the ship.

The DE continued on her way with no damage done.

The whale? Well, they saw him surface astern and flounder away—probably with a splitting headache!

Jet Engines for P2V

The Navy's first jet-equipped P2V-6 *Neptune* anti-submarine patrol plane has successfully passed initial flight tests.

The two auxiliary jet engines, each producing 3400 pounds of thrust, were added to the two turbo-compound engines, each of which delivers 3500 horsepower.

The use of the jets with the regular engines greatly increases the plane's speed, doubles the rate of climb and permits take-offs from much shorter runways than previously required.



SHIELDED from imaginary enemy small-arms fire by massive M-47 tank, two hospital corpsmen carry 'wounded victim' behind the 'lines.'

Training Corpsmen Who Serve with Combat Units

"You've got the guts but we give you the knowledge." That's the basic theme of the Field Medical Service School, where Navy doctors and hospital corpsmen training to serve with combat Marine units get intensive instruction.

In September 1951 the Camp Lejeune school was reopened for the first time since World War II. Besides its primary function of preparing hospital corpsmen for work in combat theaters, the school stresses self-protection and the techniques of applying medical knowledge to the care of casualties in the field.

During a rigorous four-week course, Navy medical personnel get physical conditioning, study Marine combat tactics, watch combat demonstrations and demolition displays and "rough it" in the field.

As the corpsmen say, "We figured the worst part about going to Korea was going through Field Medical School."

Since the school opened, more than 4200 hospital corpsmen and 700 medical officers have crawled across a combat range that features .30 caliber slugs splitting the air overhead and half-pound charges of TNT blasting the earth beneath.

During the four weeks of the course, the Navy hospital corpsman "lives and learns" like a combat marine. The basic skills of the

rifleman's war are crammed into him at nearby Montford Point so that he may protect his own life in order to save someone else.

The staff of the school includes 21 instructors, mostly veterans of Korean combat. Four of the staff are Marine drill instructors. Graduates are encouraged to write letters of evaluation suggesting new phases of schooling.



MACHINE-GUN bullets whiz overhead as corpsman crawls across combat course during training phase.



USS MANCHESTER (CL 83) stopped off at Pearl Harbor en route to her home port—Long Beach, Cal. The light cruiser completed three tours in Korean area.

10,000th NROTC Midshipman

The 10,000th graduate from the Naval Reserve Officers Training Corps program since the start of the Navy's post World War II "Holloway Plan" has received his bachelor's

degree and his commission as an ensign in the Navy.

The 10,000th man is Midshipman William Roy Masters, Jr. Masters, who was graduated from Anderson, S. C. high school in 1949, was among those selected for the NROTC program that year from more than 30,000 applicants and was accepted for enrollment at Alabama Polytechnic Institute, better known as Auburn.

Graduated from college and commissioned an ensign, he received orders to the destroyer *uss Stormes* (DD 780). Like all NROTC graduates, Ensign Masters will serve on active naval service for at least three years. During his third year, he may request retention as a career officer in the Regular Navy. All NROTC midshipmen are ordered to active duty immediately upon graduation.

The NROTC program began in 1926 for the purpose of offering to certain college students the necessary naval education to qualify them for commissions in the Naval Reserve. Greatly expanded in 1946 to more colleges and to include the training of career officers for the Regular Navy, the NROTC program is now conducted at 52 colleges and universities.

About 2000 midshipmen are appointed annually. Of this group, about 1800 civilian and 200 enlisted men on active duty in the Navy and Marine Corps are selected each year for enrollment in the NROTC program. Examinations are held in December for the term beginning the following fall.

Ships and Craft Reclassified

Several types of naval ships and service craft have now been reclassified.

The most important change in ship classification is that which redesignates unmodernized CVA type carriers of the *Essex* class as 'CVS,' anti-submarine warfare support aircraft carriers.

The redesignated carriers will handle ASW aircraft and defensive fighters and will have certain inherent advantages over the present ASW flattops, CVLs and CVEs. They could not however—without extensive modernization, including strengthened flight decks and more powerful catapults—serve as first line attack carriers.

As a result of the classification switch, the following *Essex*-class ships become CVSs: *uss Franklin* (CVS 13), *uss Bunker Hill* (CVS 17), *uss Leyte* (CVS 32) and *uss Antietam* (CVS 36). The *Yorktown*-class *uss Enterprise* (CVS 6) has also been included in the new category.

As a CVS, a carrier will likely carry fewer personnel and fewer aircraft than a CVA.

Several changes in service craft designations have also been made:

The "YRBM," a non-propelled barge, has been added to the list. The YRBM is a conversion from the YRB and the "M" stands for "messing," for which facilities have been added.

Another addition to the list of service craft is the "YFRT," a covered lighter which serves as a range tender.

Also, the following former auxiliary vessels have been redesignated as service craft: AFDB, AFDL, AFDM and ARD.

Navy Chaplains in Korea

More than 300 Navy chaplains saw service with Navy and Marine Corps units during hostilities in Korea. Of this group, 160 served with the Marines and approximately 150 aboard ships in Korean waters.

Ninety-six Navy chaplains received a total of 158 awards and decorations, exclusive of campaign bars and awards from the Korean government. Among the awards were four Silver Star Medals, three Legions of Merit, 33 Bronze Star Medals, 49 Letters of Commendation with Ribbon and 14 Purple Hearts.

Grandad Served in Kearsarge—And So Does Grandson

"If it's good enough for Grandpa—it's good enough for me." That's what a Navy lieutenant said when he received his orders to the aircraft carrier *uss Kearsarge* (CVA 33).

When Lieutenant Walter A. Foley, USN, told his father that he was going aboard *Kearsarge*, Papa Foley informed him that Grandpa Foley had also served in *Kearsarge*—although not the same one naturally!

Grandpa Foley, it seems, had been a chief petty officer aboard the old battleship *uss Kearsarge* (BB 5) during the Spanish-American War.

But that wasn't the end to the coincidences.

The old battlewagon *Kearsarge*, in company with the coal-burning *uss Tennessee*, made the round-the-world cruise with the famous Great White Fleet in 1906-07. Who was aboard *Tennessee* at that time? You guessed it—Father Foley—then serving as a gunpointer on the cruiser.

Lieutenant Foley has two sons. They're a little young yet—but you never know.



SURFING AT WAIKIKI—Beating the heat and getting good exercise to boot, two Navymen demonstrate their proficiency in tricky sport of surfboard riding.

Paddlers Splash to New Records

NTC San Diego, led by Don Rosenthal, added the swimming crown to its growing list of 11th Naval District championships as the Bluejacket tankmen outscored second-place NAS San Diego, 96-56.

Rosenthal set a new record in every individual event he entered, winning the 200-meter free style in 2-min. 14.8-sec., the 100-meter free style in 58.8-sec., and the 50-meter free style in 26.3-sec.

In the 150-meter medley relay, he teamed with Don Renner and Gordon Whitaker to win in 1-min. 34.5-sec.

In the 200-meter medley four-man relay, Rosenthal, Terry McGuire, Wright Benson and Bruce Cochran set a new record with a time of 1-min. 49.5-sec.

A new record was also set in the 1500 meter freestyle by Ray Brown.

USS *Norton Sound* (AVM 1) finished third in the meet with 27 points while Long Beach Naval Base was fourth with 18.

Saufley Pistol Champs

The pistol team from NAAS Saufley Field staged a spectacular comeback to outshoot NAS Pensacola 3145 to 3063 and win the 1953 Naval Air Basic Training Command pistol shoot.

Trailing by 53 points after competing in the .22 and .38 caliber matches, the Saufley shooters came back in the .45 caliber pistol time and rapid-fire shooting to win the

match and the title in a breeze.

The championship shoot-off was made necessary when Saufley and Pensacola tied for first place at the end of the regular season.

First Lieutenant J. F. Davis, USMC, led the Saufley team with 807 points and was high point man for the tourney, followed by teammate E. C. Wheaton, ADC, USN, with 805 points. Other members of the winning Saufley team were Commander G. H. Carter, USN, who scored 775 points and Lieutenant F. M. Huglin, USN, who tallied 778 points.—Russel B. Mason, SN, USN.

National Field Archery Champs

Reuben A. Powell, MMC, USN, won the 1953 National Field Archery Championship in the eighth annual tournament held this year at Two Rivers, Wis. Competing against 530 of the nation's finest archers, Powell set a new aggregate score record of 2770 points to win the title.

Powell took up the bow and arrow only four years ago. Since then, he's won 161 medals, cups, trophies and ribbons.

He won the National Outdoor Freestyle championship in 1951 and 1952, the National Indoor Freestyle championship in 1952 and 1953 and the 1953 California State Quadruple American Target title. Powell also holds the world and national record for the Field Round with a 974 score and the national Broadhead record with a 935 score.

All members of the Powell household are bow and arrow enthusiasts. Mrs. Powell is quite an expert with the bow and arrow; eight-year-old Kathie holds her own with the Little Beaver group of San Diego archers while eleven-year-old Michael is following in his father's footsteps. Michael is the San Diego County Junior Champion and recently placed second in the Bare Bow competition in his division at the California State Meet.

A veteran of 22 years' Naval Service, Chief Powell is the Chief Master-at-Arms at the Utility Wing, NAS Ream Field, San Ysidro, Calif.



NAVY FULLBACK Jack Wilner (30) breaks through center and into the open to set up touchdown in last year's game against Yale. Navy took that one 31-0.

SIDELINE STRATEGY

IN addition to the exciting story of Gene Littler, SN, USN, who came from nowhere to capture the National Amateur golf title, golf makes Navy news in other ways this month.

For example, Larry Higgins, AB3, USN, a man who has never received a formal golf lesson in his life, scored the first hole-in-one ever carded at the NAS Atsugi, Japan, golf course. Making Larry's feat even more outstanding was the fact that he scored his ace on a 328-yard hole no less.

The hole-in-one, believed to be the longest on record (shades of Mickey Mantle!) has been registered with the Professional Golfers' Association for verification. Higgins first learned his golf as a caddy at a Phoenix, Ariz., golf club.

Incidentally, the Atsugi sailor finished out the 9-hole round with a three-under-par 33.

★ ★ ★

Another golf story comes to us from Ken D. James, JO3, USN, at the Sixth Naval District Headquarters, Charleston, S. C.

Seems that Joe McNamara, SN, USN, was on his "maiden cruise" over the Charleston Naval Base golf links. What's more, it was his very first day of golf so he was unfamiliar with many of the terms of the game. But instead of asking a lot of silly questions, he began playing.

Joe went about his game, such as it was, and on the seventh hole, he came up to a

shot that he thought required about a nine iron. He took a mighty swing and the ball soared high into the air hitting a sparrow which was flitting across the course. The bird fell to the ground about 20 feet away—a dead hit.

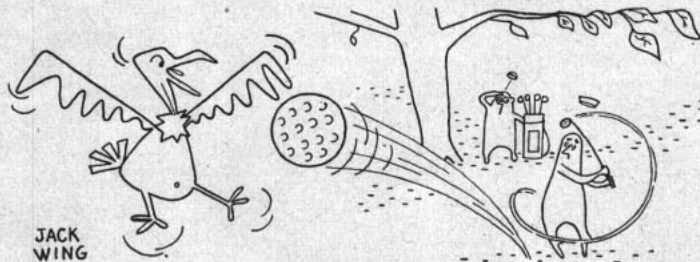
Golfer Joe was at no loss for words. "I got me a birdie! I got me a birdie!" he shouted.

★ ★ ★

Gene Towry, AT3, USN, Memphis Navy's golf champion, added another jewel to his crown as he won the "King Cotton" Open golf championship held at Blytheville, Ark. Competing as an amateur, Towry won the crown with a record shattering 14-under-par 202 as he outclassed a field of more than 100 professionals and amateurs from six Midwest and Southern states.

The modest 24-year-old Towry, an instructor at the Aviation Electronics "A" School at Memphis, fashioned three blazing rounds of 70, 66, and 66 on the par 72 course. Towry's brilliant consistency is shown by the fact he stroked four consecutive 33s on the final two days of the tournament. With his irons performing magic and his putter red hot, he canned 18 birdies during the tournament.

Three other members of the Memphis golf team also finished high in the amateur division. Joe MacDonald fired a 228 to finish in eighth place while Ben Jennett and Don Collett tied for 11th with 231s. —Rudy C. Garcia, JO1, USN.



Undefeated 14th ND Golfers

NAS Barber's Point won the 14th Naval District golf crown as the "Pointer" linksmen went through their 12-match schedule undefeated in scratch play. The Pointer golfers also tied for the handicap trophy but couldn't take it home with them because a league rule prevents a team from winning more than one cup.

The Barber's Point golfers had an excellent season average of 76 strokes and listed among their victims SubPac, Naval Base, ComServ-Pac, CinCPac, Pearl Harbor Marines, Kaneohe Marines, Naval Communications Station Wahiawa, 14th N.D. Staff Headquarters, Coast Guard, Air Transport Squadron Eight, Fleet Training Center and Fleet Weather Central.

Members of the Pointer golf team were Captain M. F. Leslie, commanding officer of NAS Barber's Point, B. C. Hamilton, Jerry Berles, Gil Mantoani, Don Brown, George Laffin, Al Dalton and Lou Smoot.

Berles and Mantoani were selected to the Navy team that won second place in the Hawaii Interservice golf matches.

Berles annexed the 1953 Interservice Golf Crown, carding a 72-hole total of 278, ten strokes under par, bettering the old record of 285 set in 1951. Berles fashioned rounds of 67-68-72-71 to win the title and set the record.

LST 854 Has Hot Team

Taking time out between POW lifts in operation "Big Switch," uss LST 854's softball team defeated the Army POW command at Koje Island 4-2 to chalk up its 8th straight triumph.

Led by shortstop Steve Chomas, EN2, who belted an average of one home run per game during the season and centerfielder Don Bruce, SN, who was top team batter with a .421 mark, LST 854 had an overseas softball record of 13 victories against a lone defeat and boasts victories over uss *Henrico* (APA 45) and uss *Wantuck* (APD 125).

The ship's executive officer, Lieutenant (junior grade) Chuck Mull, was player-manager for the team and second baseman. Lieutenant (junior grade) Jay D. Jones, Sol Poiano, QM3, Chuck Shively, CS2, Don Goelzhauser, HN, Ed Rosas, EN3, and Dick Macy, YN2, rounded out the starting line-up.

THE BULLETIN BOARD

Service-wide Examinations For Advancement in Rating Are Scheduled for February

The next service-wide examinations for CPO will be held on 2 February; for PO1, 23 February; for PO2, 16 February; and for PO3 on 9 Feb 1954.

The examinations are for advancement in rating of Regular Navy and USNR personnel on active duty.

These examinations will also include tests for change in rating from FC to FT under the new FT qualifications. No exams will be given for FC (see BuPers Inst. 1440.8).

AL applicants may take the tests for AT, but AL exams will also be given (see BuPers Inst. 1440.10).

Personnel in the Naval Reserve Organization (ANR) will also participate.

Exams for substantiation of Reservist qualifications, to allow enlistment in the Regular Navy in equal pay grade, will also be held, except in these rates: ADC, BTC, MLC, PRC, AD1, BM1, MU1, SD1, AMC, CSC, OMC, SDC, AM1, CS1, PI1, TM1, AOC, MEC, PIC, TMC, AO1, MA1, and PR1 (see BuPers Inst. 1130.4 for details).

It is further noted in BuPers Notice 1418, dated 11 Sep 1953, which announces the exams, that after the February tests it will be necessary to close many additional rates substantiating qualifications for enlistment in the Regular Navy.

Present plans indicate the following rates will be closed to Reservists desiring to substantiate qualifications for USN enlistment: BMC, BM1, BM2, BM3; GMC, GM1, GM2, GM3; PNC, PN1, PN2, PN3; DKC, DK1, DK2, DK3; SHC, SH1, SH2, SH3; PIC, PI1, PI2, PI3; ATC, AT1, AT2, AT3; AOC, AO1, AO2, AO3; ABC, AB1, AB2, AB3; PRC, PR1, PR2, PR3; PHC, PH1, PH2, PH3; SDC, SD1, SD2, SD3; TMC, TM1, TM2, TM3; YNC, YN1, YN2, YN3.

MAC, MA1, MA2, MA3; CSC, CS1, CS2, CS3; LIC, LI1, LI2, LI3; ADC, AD1, AD2, AD3; ALC, AL1, AL2, AL3; ACC, AC1, AC2, AC3; AMC, AM1, AM2, AM3; AKC, AK1, AK2, AK3; DTC, DT1, DT2, DT3;



"OK! OK! So you got your orders for shore duty."

QMC, QM1, SKC, ENC, EN1, MEC, ME1, PMC, AEC, IMC, IM1, IM2, MUC, MU1, BTC, FPC, MCL, ML1, HMC, HM1, OMC, OM1, OM2, MMC, ICC, DCC, DC1, and CMC.

The new "International Rules of the Road" go into effect on 1 Jan 1954 so questions on this subject will be based on the new rules. A summary of the new rules may be found in "International Rules of the Road" (NavPers 10890).

All methods of taking dictation (including stenomask) are acceptable in fulfilling stenographic performance tests. You must provide your own equipment however.

The Notice suggests that candidates for the higher pay grades be allowed to review their NavPers form 624 ("Report of Examination for Advancement or Change in Rate or Rating") for accuracy of the final multiple factors.

A total of 200,000 Navymen and women filled examining rooms for last August's tests. Of the approximately 30,000 taking the exams for PO1, about 5000 were advanced. About one in every four for those taking the PO3 test were advanced. Those trying for PO2 fared even better—approximately 40 per cent were expected to go up in rate.

All promotions as a result of the August exam will be effective 16 Nov 1953. Lists of successful candidates were mailed to commands in October.

Submarine Training Open to Many Different Ratings, Qualifications Are Revised

Here is something good for the Navymen who have the urge to go under the sea in ships. BuPers has announced that due to depleted lists, requests are desired from men in certain ratings for submarine training at the Submarine School, New London, Conn., and subsequent sea duty in submarines.

Ratings eligible are: QM, GM, FC-FT, RM, SO, EN, TM, ET, EM, IC, YN, CS and SD in pay grades E-4, E-5, and E-6; HM in pay grades E-5, E-6, and E-7; SN and SA, FN and FA, TN and TA.

Here is a list of the qualifications necessary (request must be submitted as outlined in BuPers Inst. 1540.2 of 16 September 1952).

- Have a minimum combined ARI/MECH score of 100 or combined ARI/MAT score of 100. This is a change from the GCT/ARI yardstick previously used.

- Be physically qualified in accordance with BuMed standards. BuMed Manual, Chapter 15-29 gives the details. Briefly, your vision must be a minimum of 20/30 corrected; you must have good color perception; your hearing must be 15/15 with no ruptured eardrums; and your teeth must be in good condition. Bridges and dentures are not disqualifying if they don't prohibit your using the submarine escape lung.

- Have demonstrated no evidence of emotional or mental instability or immaturity. (Such qualifications often indicated by a poor service record).

- Have served at least six months in present ship or station.

- Have 18 months' obligated service upon entry in school, or sign an agreement to extend enlistment.

Finally, each candidate must volunteer for sea duty in submarines. Your request for submarine duty should be sent to the Chief of Naval Personnel (Attn: Pers B212d) via your co. You are not eligible, however, if you are presently attending a naval school, are in a transient status or are in recruit training.

If You Now Have an AL Rating, Here's How to Change to AT or Qualify for Other Rating

If you are an aviation electronicsman (AL) you must make a change-over in your rating to AT (aviation electronics technician) by 30 June 1957 or qualify for change to some other rating by 31 December 1957.

The change-over is a result of the Navy's latest reorganization of its rating structure. Here is how to make the change.

Your rating, AL, is being merged with the aviation electronics technician (AT) rating. The consolidation into the one rating will be completed by 30 June 1957. Actually, the last examination scheduled prior to the 30 June date is in February. That is the one you must take to get in under the deadline for the AL-AT shift-over.

If you are still an AL after 30 June 1957, you will be given until 31 December 1957 to qualify for change-over to some other rating. Failing, you will be reported to BuPers for administrative action. No one will be reenlisted or extended as

an AL (except with BuPers permission) after that date.

BuPers Inst. 1440.10 gives all the details. The instruction applies to men of the Regular Navy or Naval Reserve on active duty and to Naval Reservists on continuous active duty with the Naval Reserve organization (ANR, or TAR). It also applies to temporary officers who hold an AL rate in their permanent enlisted status.

For additional information on the basic consolidation of the two ratings, take a look at the revised *Manual of Qualifications for Advancement in Rating* (NavPers 18068 Rev) and BuPers Notice 1200 of 5 Mar 1953.

The present AT qualifications will be used for the conversion of Aviation Electronicsmen until qualifications for the new combined rating are developed and published. No action is necessary for personnel now holding the AT rating. The board also abolished the emergency service ratings ATA, ATG and ATO, hence all changes from AL will be to the general service rating of AT.

Commanding officers will afford

ALs every opportunity to attend an appropriate AT school, or to get in-service training that will enable them to qualify for the change. Men holding AL ratings are also encouraged to participate in the service-wide AT examinations for their equal pay grade and to take the examination for advancement when eligible.

Conversion to the AT rating may be accomplished by one of the following procedures:

- Change in rate symbol for strikers.
- Change in rating on recommendation and examination in the same pay grade.
- Advancement from AL in one pay grade to AT in the next higher pay grade.
- Change in rating as a result of successful completion of the course of instruction in the appropriate Aviation Electronics Technicians' School.
- By administrative action, in the case of temporary officers whose permanent status is enlisted.

Detailed procedures for conversion to AT ratings are outlined in BuPers Inst. 1440.10 but some of the more important points affecting ALs follow:

ALAN and ALAA may qualify for and be changed to ATAN or ATAA or other rate symbol in accordance with BuPers Inst. 1430.4A. Strikers will no longer be given AL striker identifications.

Recommendations for change in rating from AL to AT in equal pay grade may be submitted, in the case of personnel who take the service-wide competitive examination for AT of the same pay grade, at the regularly scheduled time for such examinations (the February 1954 examinations will be the first used for this purpose). Personnel taking examination for change-over will have their examination answer sheet submitted to the Naval Examining Center for scoring.

The Examining Center will forward your answer sheet to BuPers for action. Multiple computation, service for eligibility and quarterly marks will be omitted in the scoring. In short you will not be in competition with anyone, just qualifying for change in rating.

To be eligible for participation in the examination you must have completed the appropriate naval training courses required by NavPers 10052

HOW DID IT START

Midshipmen's Slang

An important part of the indoctrination of midshipmen at the U. S. Naval Academy is the learning of nautical terms. In addition to knowing the terms of the sea, however, the Academy has its own brand of slang with which the Plebe (fourth classman) soon becomes familiar.

Several of these terms and their meanings have been taken at random from the annual handbook of the brigade of Midshipmen, "Reef Points."

Anchor Man—"There, but for the grace of God, walks a civilian."

Brace Up—"To rotate the hips, chest out, chin up."

Bush—"Weekly list of near casualties in academics; between 2.5 and 2.8."

Buzzard—"Sleeve insignia of a Midshipman Petty Officer."

Crabtown—"Annapolis, a 'small fishing village' on the banks of the Naval Academy."

Eyes in the Boat—"Head and eyes to the front."

Frap—"Conduct Report; to put one on same."

Jimmys—"A yard watchman."

Monthly Insult—"A Plebe's three-dollar-per-month portion of his pay."



O.A.O.—"Usually, One And Only (Sweetheart); Off And On; One Among Others."

C.J.S.—"Chit from the O.A.O. saying she married your buddy; or any similar chit; I can't come."

Rack Out—"To utilize one's sack between reveille and taps."

Star—"To have an academic average of 3.4 or better."

Zip—"Zero."

Snake—"He always has a drag—someone else's; stag."

for the AT rate concerned. Also you must have completed the practical factor required in the *Manual of Qualifications for Advancement in Rating* (NavPers 18068) for the professional qualifications for the AT rate.

You may also qualify for concurrent change and advancement in rating by taking the examination for advancement to the *next higher* pay-grade in the AT rating.

Upon successful completion of the Aviation Electronics Technicians' School, Class "A," ALAA and ALAN will have their rate symbol changed to ATAA or ATAN; AL2 and AL3 will be changed in rating to AT in equal pay grade.

Upon successful completion of the Aviation Electronics Technicians' School, Class "B," AL2, AL1 and ALCA and ALC will be changed in rating to AT rates in equal pay grade. If you fail of graduation you will be given a chance to change your rating to any rating that you may qualify for within a reasonable time. AL3s and AL2s failing the course will be returned to duty for more in-service training.

If you have already successfully completed an appropriate AT school, your rating will be changed to AT in equal pay grade. (First class and CPO ratings, of course, cannot change merely on the basis of having successfully completed class "A" school; they must have completed class "B" school.)

Other points of interest on termination of AL ratings and change of rating to AT are:

- There will be no examinations for advancement in the AL rating after August 1954.

- No personnel will be re-enlisted in the AL rating under "broken ser-

vice" conditions after 16 April 1955.

Personnel in the AL rating will no longer be eligible to enter the AT school, Class "B," after the last class convenes in June 1956. Personnel in the AL rating, including strikers, will no longer be eligible to enter the AT School, Class "A," after the last class convening September 1956.

- The AL rating will be formally disestablished on 31 Mar 1958.

Full Reenlistment Bonus Payable For Total Time of Extension

Regular Navy personnel who voluntarily re-extend their USN enlistments are now entitled to receive reenlistment bonus for the total time of extension (not to exceed an aggregate of four years.)

Previously, if a Navyman extended his regular USN enlistment for two years, he received a reenlistment bonus of \$40; for a second two-year extension, he received another \$40.

Now if he re-extends his enlistment for the second two-year period, he will be credited with a full *four-year reenlistment* and thus receive the four-year reenlistment bonus credit of \$160. Actually, the \$40 paid on the first extension of two years will be deducted (checked from the member's pay account) and he will "take home" the difference of \$120.

Enlistments may be extended by USN and USNR personnel for two, three or four years, but the total extension time may not exceed an aggregate of four years in any one enlistment.

Naval Reservists are *not* paid reenlistment bonus on extension of their enlistments.

This Change No. 1 to the original Instruction (BuPers Inst. 1133.1A) is based on a recent Comptroller General decision announcing that "where an enlistment or reenlistment is voluntarily extended more than once, such extensions may be considered as constituting one reenlistment for a like period in determining entitlement to reenlistment bonus."

ALL HANDS, June 1953, pp. 46-47, spelled out the rules and benefits for reenlistment and extensions of enlistments of both USN and USNR personnel as contained in the original directive.

Report on Housing Conditions For Navymen and Dependents In Area of Brunswick, Me.

The Naval Air Station, Brunswick, Me., reports that housing conditions for personnel in that area are critical. Navy personnel ordered here are advised to obtain suitable housing before bringing their dependents to join them.

NAS Brunswick was re-activated in 1951 and is being converted into a "master jet base" (See ALL HANDS, October 1953). Since that time, the population of the town of Brunswick has increased by more than 3000 due to the influx of Navy families.

Here's how the housing picture looks at Brunswick and the surrounding area:

- Upon completion of a new sewage line, 100 rental units will be constructed. These units will be available to officers, enlisted men and civilian workers.

- A trailer site is being cleared to accommodate 100 government-owned trailers. Fifty trailers are ready for occupancy and another 50 have been requested. These trailer housing units will be available only to enlisted men of the lower pay grades.

- Some 232 units have been approved for construction on property adjacent to the Naval Air Station. It is expected that this project will be ready for occupancy by early 1954. These units will consist of one-, two- and three-bedroom apartments, unfurnished except for stove and refrigerator, and will be available to officers and enlisted men of the top three pay grades. Rent for these units will range from \$73 to \$106, *including* utilities.

- Civilian housing is available



"Oh, oh, here he comes, putting in for his transfer again."



"Aw, come on, Joe! It isn't that hot!"

in both Brunswick and Bath, Me. In Brunswick, approximately three miles from the station, a 90-unit development is available, consisting of one- and two-bedroom apartments that rent from \$68 to \$75, including heat and water. In Bath, which is about eight miles from the air station, 450 housing units are available in two developments. The units consist of one-, two-, and three-bedroom apartments and the rent ranges from \$35 to \$46, plus utilities. All units in both Brunswick and Bath are available to both civilian and military personnel on a "first come, first served" basis. The waiting period averages six to eight weeks.

- There are four public quarters on the air station, but none are available to enlisted men. To supplement these existing quarters, ten more public quarters are to be built—five for officers and five for enlisted personnel.

- Limited civilian housing is available within a 30-mile radius of the Naval Air Station, but during the winter months, commuting in this area is somewhat difficult.

Courses in Shipbuilding Work and Engineering Administration

Two new officer correspondence courses are available at the Naval Correspondence Course Center:

- **Engineering Administration** (NavPers 10992), which covers the administrative duties of a ship's engineer officer, is recommended for all engineer officers afloat. Presented in six assignments, the course is evaluated at 12 points credit.

- **The Shipbuilding Business** (NavPers 10974), which discusses the business operations of shipbuilding, including labor wage systems, design, contracting, planning, scheduling, purchasing and allied subjects essential to the economic completion of a ship. This course is recommended for officers with duties concerned with naval ship construction in privately owned shipyards. It is presented in ten assignments and is evaluated at 20 points credit.

Application for enrollment in either course should be made on form NavPers 992, forwarded via official channels to the Naval Correspondence Course Center, U. S. Naval Base, Brooklyn I, N. Y.

Seabee College Hands Out Its 25,000th Diploma

During Graduation Exercises

The U.S. Naval Construction Schools, collectively known as the "Seabee College," handed out their 25,000th diploma during recent graduation exercises at Port Hueneme, California.

The schools were born of necessity in 1945 when veteran seabees returned to civilian jobs and took with them the experience that had formed the backbone of the wartime construction battalions. Unskilled personnel of high school age entering the Seabees as replacements had to learn to perform the "Can Do" jobs without benefit of the knowledge and experience possessed by the old-timers.

Classes to prepare and inform started in November 1945. They varied in length from three weeks to three months and from basic to advanced in subject matter.

In the Fall of 1947 the 19 schools then in operation were condensed into only eight covering the Seabee ratings of surveyor, driver, mechanic, utilities man, builder, steelworker, construction electrician's mate as well as the fleet rating of draftsman.

In the redesignated U.S. Naval Construction Schools, two phases of training were adopted—Class "A" and Class "B."

The first is a primary course teaching the basic fundamentals of each rating.

- Surveyors make reconnaissance, preliminary and final location surveys for roads, airfields, pipelines, buildings and other types of construction.

- Draftsman are taught to use surveyor's notes in making drawings, plans, sketches and maps.

- Drivers learn to operate bulldozers, cranes, trucks, pile-drivers

and other power driven equipment.

- Mechanics are shown best ways to lubricate, repair and overhaul their equipment.

- Builders erect and dismantle concrete and wood structures such as buildings, bridges, cofferdams, wharves and tanks.

- Construction electrician's mates install and repair all types of electrical systems such as distribution panels, telephone switchboards, transformers and outside and inside wiring of buildings.

- Steelworkers learn welding, burning of metals and the erection of all types of metal structures.

- Utilities men, the handymen of the Seabees, work with plumbing, water purification and sewage disposal and learn the operation of all types of boilers and evaporators.

Class "B" training consists of the advanced courses. Classes here run from 13 to 16 weeks and teach the technical aspects and theories of each rating. To qualify, an applicant must be a petty officer. Most have previously completed the Class "A" course.

The teaching staff of the Seabee Construction School includes both military and civilian personnel trained in their professional subjects and as instructors. With training like this at Port Hueneme, the post-war Seabee is maintaining the resourcefulness and efficiency that gained for the Construction Battalions the name of the "Can Co" outfit during World War II.

Rotation of Marines from Korea Works on a Stretch-Out Basis

Following the truce in Korea, the Marine Corps plans to conduct the future rotation of Marines from Korea on a "stretch-out" basis.

At the time of the truce, Marines in Korea were required to serve approximately 11 months before rotation. This tour of duty is being "stretched out" gradually. By March 1954, it is expected that most Marines will be serving 14-month tours in Korea. Then, if extension of Korean service proves necessary, the tour of duty may be extended to 16 months.

Marines due for discharge will continue to be returned to the U. S. in ample time for scheduled separation from the service.



BuMed Points Out Safety Rules To Follow When Using Solvents

• Containing Chlorinated Products

There may not be a skull and cross-bones on your can of "carbon tet" (Carbon Tetrachloride) but it could kill you just the same.

Carbon Tetrachloride and other chlorinated hydrocarbons are easily absorbed by the mucous membranes, the lungs and to some extent by the skin, and lead to damage to the kidneys or liver. Pneumonia may result from breathing the fumes.

BuMed has recently released BuMed Instruction 6200.5 which gives the details. There are other chlorinated industrial products not so familiar to the average Navyman which are just as dangerous.

They are: Methylene chloride, dichloromethane, chloroform, trichloroethylene, per (tetra) chloro-



"It's not that we object to a man making a little extra money, but . . ."

ethylene, trichloroethane, ethylene dichloride and tetrachloroethane.

Such products are generally used in dry cleaning, degreasing metal articles, extraction of oils and fats and are found in some waxes, pol-

ishes, lacquers, paints and varnishes.

If you must use any of the solvents named, follow these simple precautions:

- Read the instructions before using or get someone trained in their use to do the job.

- Always use in a well ventilated area.

- Wear impermeable gloves and apron.

- Do not heat over an open flame or open electric plate. Exposure to high temperatures may decompose these chlorinated hydrocarbons and form deadly phosgene gas.

- If you can't get proper ventilation, use a Bureau of Mines-approved air-line or organic-vapor respirator.

If after using any of these solvents you feel nauseated, dizzy, or suffer loss of appetite, headache or mental confusion, get an immediate medical check-up.

Schooling Under The Sea Pays Off for 'Hideout' Crewmen

Operation Hideout, the medical research project that ended last March, was an experiment in which 22 enlisted Navy volunteers and one medical officer were sealed inside of the submarine *Haddock* (see All Hands, May 1953, p. 14). The purpose was to learn the physiological and psychological effects of a prolonged stay inside of compartments with a high carbon dioxide content.

But what this "guinea pig crew" learned in between being jabbed, tested and "read" by an assortment of weird electronic measuring devices was something of an entirely different educational nature.

Of the 22 men who climbed out of *Haddock* after 60 days:

- Five had completed high school level tests.

- Six had completed first year college level tests.

And in GED achievements:

- 10 USAFI courses had been completed.

- 27 Navy training courses were finished.

- Seven advancement in rating examinations had been administered.

Roy E. Lanphear, TM1, USN, the *Haddock's* "exec" and a veteran

of many USAFI and GED courses counseled the men and helped obtain the necessary courses. While not tutoring and undergoing tests in connection with the experiment Lanphear himself studied courses preparatory for an LDO commission.

Although an average day involved ship's work in addition to numerous physiological and psychological tests, William J. Copes, SN, USN, had time to study a correspondence course in electricity and another in preparation for advancement to third class petty officer. He also worked on a USAFI course on physical sciences and completed his first year college GED test.

Here is what a few more did to boost their education:

- Ross L. Anderson, YN, USN, took and passed his third class petty officer test and completed the uniform Code of Military Justice correspondence course.

- Roland E. Boucher, FN, USN, finished his first year college level examination and worked on a feature story account of his experiences which later appeared in a national magazine.

- Joseph E. King, FN, USN, who survived two sinkings in the Mer-

chant Marine during the past war and is an Air Force veteran of the Korean conflict, managed to accomplish an old ambition by earning his high school credits through GED.

- Kenneth D. Merrill, ET3, USN; Jim B. Thomas, SA, USN; John P. Valentino, SA, USN, took the first year college level tests while Gerald C. Leighton, FN, USN; Joseph A. Saladino, FN, USN, and Clarence M. Weaver, AS, USN, took and passed the high school level tests.

But all attention was not directed toward the study of professional courses. A variety of subjects ranging from General Psychology through Automotive Engineering to "Growing Trees and Small Fruits" was also studied.

If the personal accomplishments of "Operation Hideout" were unusual they were not so because of any unusual merit possessed by the "guinea pigs." Said the officer-in-charge of the Medical Research Laboratory, "The volunteers were not selected on the basis of high intelligence or ambitious traits . . . The courses were merely made available . . . they (the men) took it from there."—R. L. Palmer, JOSN, USNR.

Major Benefits Are Offered to Veterans of Korean Conflict

HERE is a round-up of the major benefits provided by the Veterans Administration for veterans who served in the U. S. armed forces since the start of the Korean hostilities. Many of the following benefits provide for dependents and beneficiaries as well as the veteran.

G.I. Education and Training

The Veterans' Readjustment Assistance Act of 1952, otherwise known as the Korean G.I. Bill, permits eligible veterans with active service anywhere in the world since 27 Jun 1950 to receive education or training at Government expense.

Eligibility — the requirements include:

- Ninety days' active military or naval service unless discharged for disability reasons some part of which must have occurred between 27 Jun 1950 and a date yet to be determined either by presidential proclamation or by a concurrent resolution of Congress.

- A discharge under other than dishonorable conditions.

Both of the above conditions must be met.

Length of Training—Eligible veterans may get a course of training

not to exceed 36 months, at the rate of one and one-half days of training for each day of service after 27 Jun 1950, regardless of where the service was performed.

However, veterans with both World War II service and service since 27 Jun 1950, who have previously trained under earlier veterans' training laws (the World War II G.I. Bill, Public Law 16 or Public Law 894) may use any combination of both entitlements which does not exceed 48 months provided entitlement used under the Korean G.I. Bill does not exceed 36 months.

Type of Training—Eligible veterans may choose their own course of training in any school or establishment approved by an appropriate State Approving Agency that meets other qualifications of the law. Veterans may:

- Enroll in schools or colleges.
- Take apprenticeship or other training on-the-job.
- Enroll in institutional on-the-farm training or other programs which combine school and job training.
- Select correspondence school courses.

No more than one change of course program is allowed.

Training Allowances — Veterans will receive an education and training allowance each month from the Government to meet part of the expenses of their training and living costs.

Tuition, fees, books, supplies and equipment will not be paid by the Government; instead, they will have to be paid by the veterans with the help of the monthly allowance they receive from the Government.

The rate of payment for veterans without dependents who are in full-time training in schools and colleges is \$110 a month; for those with one dependent, \$135 and for those with more than one dependent \$160. Veterans in training less than full time will receive proportionately lower monthly rates.

For on-the-job trainees without dependents, the top monthly payment is \$70; for those with one dependent \$85 and for those with more than one dependent \$105.

For veterans in institutional on-the-farm training, which combines classroom instruction with practical on-the-farm work, the top monthly payment for those without dependents is \$95; for those with one dependent \$110 and for those with more than one dependent \$130.

The law requires that on-the-job and on-the-farm rates of payment be reduced, at four-month intervals, as the training progresses.

The law also requires that veterans taking institutional on-the-farm training must devote full time to their program.

The new G.I. Bill places a \$310-a-month ceiling on on-job-training alone, regardless of dependency status. Should a veteran's training allowance, plus his earnings as a trainee, exceed this amount, VA will reduce its allowance to the veteran accordingly. However, there is no ceiling on what the veteran may earn in private employment outside of training allowances.

A veteran in training will get his monthly allowance some time after the end of each month of training completed. Before VA can pay him the allowance for any month, the law requires a certification from both

WHAT'S IN A NAME

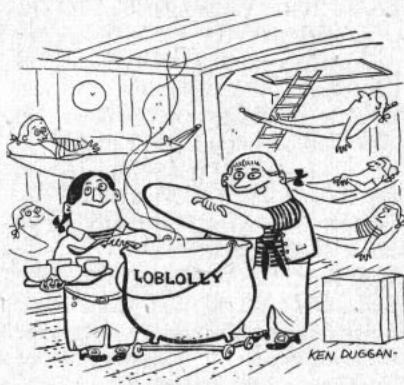
"Loblolly Boys"

"Where's the loblolly boy?" That question would probably raise the eyebrows of most sailors today. But not so in the early days of the American Navy.

For the "loblolly boy" is the ancestor of today's "hospital corpsman." It was his job, as far back as 1798, to assist the ship's surgeon and surgeon's mates in caring for the sick and wounded.

"Loblolly," as defined by a dictionary, is a "thick gruel" or porridge. The person who served this gruel to the patients became the "loblolly boy." The term "loblolly" is also nautical slang for "medicine."

In 1799, Congress provided "that a convenient place be set apart for the sick . . . also that some of the crew be appointed to attend them and keep the place clean." That portion of the ship assigned was usually in the forward part of the vessel, below the waterline or in the "waist" where the men would be protected from shot and shell. The sick and injured were



taken to this place with their hammocks and bedding and were attended to by the "waisters" and "loblolly boys." The first official recognition of the term "loblolly boy" appeared in the 1814 edition of *Navy Regulations*.

the veteran and the school or training establishment that he was enrolled in.

G.I. Loans

Veterans with active service on or after 27 Jun 1950, may qualify for VA guaranteed or insured loans to purchase homes, farms and businesses under the same conditions that apply to the G.I. loan program for World War II veterans.

The purpose of the G.I. loan program is to encourage lending institutions to make loans with minimum down payments and at reasonable interest rates because of the Government guarantee or insurance of part of the loan.

Three types of loans are permissible:

- To purchase, construct or improve a home.
- To buy a farm, farm land, stock, feed and seed, farm machinery, and other farm supplies and equipment.
- To buy a business or otherwise to enable a veteran to undertake or expand a legitimate business venture.

Loans also may be obtained to refinance delinquent indebtedness incurred in connection with the above three categories, under certain conditions.

Eligibility — Eligibility requirements include:

- A discharge or separation under conditions other than dishonorable.
- Active military service any place in the world, at any time on or after 27 Jun 1950 and prior to the end of the present emergency, a date yet to be determined by presidential proclamation or by a concurrent resolution of the Congress.
- At least 90 days' total service, unless discharged sooner for disability.

Widows — Unremarried widows of men who served during that period and who died in service or as the result of a service-connected disability also may qualify for loans.

World War II Veterans — Veterans of World War II who returned to active duty in the armed forces since 27 Jun 1950 will have their unused loan entitlement under the World War II G.I. Bill cancelled when they are released from active duty and will receive new entitlement under the Korean G.I. Bill.

The result is that these World War II veterans, like all veterans



"No, it doesn't hurt—only when I laugh!"

eligible under the Korean G.I. Bill, will have 10 years from the end of the present emergency to obtain G.I. loans.

World War II veterans who have sold the homes or farms they purchased with VA guaranteed or insured loans under the original G.I. Bill may have new and full loan guarantee rights under the Korean G.I. Bill provided the VA has not incurred any liability or suffered any loss on the loans. This same renewal of rights applies to veterans who have disposed of real property purchased with the aid of G.I. business loans which were guaranteed or insured under the World War II G.I. Bill.

Financing—VA ordinarily is not empowered to lend money to the veteran. He must make his own arrangements through the usual lending channels, such as banks, building and loan associations, mortgage loan companies, and the like.

The lender making a G.I. home loan is guaranteed against loss up to 60 per cent of the loan, with a maximum guarantee of \$7500.

On other loans, VA guarantees the lender against loss up to 50 per cent of the loan, with a maximum guarantee of \$4000 involving real estate and up to \$2000 on non-real estate loans.

Direct Loans — The Veterans Administration can, under certain conditions, make a limited number of direct Government loans in areas where the Administrator has determined that private mortgage financing at four and one-half per cent interest is not available.

VA direct loans may only be used to build or purchase a home or to

build or improve a farmhouse. The location of areas where VA may make direct G.I. loans may be obtained from the Loan Guaranty Officers of VA Regional Offices throughout the country.

Interest Rate — Interest rate on VA guaranteed loans may not exceed four and one-half per cent per year on the unpaid balance.

Restoration of Guaranty — Veterans who have used their guaranty and, through no fault of their own, are forced to sell their homes and move to another area for reasons of health, employment or other specified reasons beyond their control, may have their guaranty restored, providing the VA Administrator has been relieved from liability on the old guaranty.

Safeguards — Three major safeguards for G.I. loans have been set forth in the Korean G.I. Bill. They are:

- A veteran's property must meet or exceed minimum requirements for planning, construction and general acceptability. This provision does not apply to homes which have been completed at least a year before they were purchased with G.I. loans.
- VA may refuse to appraise any dwelling or housing project owned or built by anyone who has attempted to take unfair advantage of veterans in the past.
- VA may refuse to guarantee loans made by lenders who have failed to service loans adequately, or who have failed to keep adequate loan accounting records, or who have shown poor credit judgment, or who have engaged in other practices detrimental to the veterans or to the Government.

Down Payments — Under VA regulations, no down payments are required for G.I. home loans and the payment term may be as long as 30 years. However, since VA guaranteed or insured loans are made by private lending institutions, the lenders make the decision as to the terms of the loans it makes. The amount of down payment and the length of the repayment period are matters to be agreed upon between the veteran and the lending institution making the loan.

Medical and Domiciliary Benefits

Veterans who served in the U. S. armed forces anywhere in the world



"Haven't seen him, chief, since we had that rush order to pack these chutes."

on or after 27 Jun 1950, and who were discharged or separated under conditions other than dishonorable, may be entitled to VA hospitalization under the following priority systems:

- Those needing hospitalization because of injuries or diseases incurred or aggravated in line of duty in service since 27 Jun 1950. This includes those veterans who develop an active psychosis (mental illness) within two years from the date of their separation from active service and are deemed to have incurred the disability in active service.

- Those in need of treatment for nonservice-connected disabilities who state under oath they are financially unable to pay hospital charges elsewhere. Patients requiring emergency medical treatments may be taken directly to the nearest VA hospital; but, if possible, the veteran or someone acting for the veteran should communicate with the VA by telephone or telegraph beforehand.

In all cases, the veteran, his nearest relative or his guardian or representative should fill in the proper form for hospital care.

Domiciliary Care — Domiciliary care is designed to provide a "home" for those veterans who have disabilities which incapacitate them from earning a living and who require minimal medical attention. Eligibility requirements for admission to a home are essentially the same as for hospital treatment. The veteran or his nearest relative, guardian or representative should obtain pre-admission approval from the nearest VA installation having facilities for domiciliary care.

Outpatient Medical Treatment —

Outpatient Medical care is also available for veterans in need of treatment for service-connected disabilities.

Under this benefit, eligible veterans may receive treatment at VA outpatient clinics or from authorized private physicians. Each veteran's eligibility must be determined by VA before treatment of this type can be authorized.

In addition, necessary drugs prescribed by the physicians authorized to give outpatient treatment to the veteran may be obtained from "home-town" druggists at Government expense.

Outpatient Dental Treatment — Outpatient dental care for Korean veterans may be authorized by VA for the following three types—provided the application for dental treatment is filed before 27 Jul 1954.

- Those having service-connected dental conditions or disabilities.

- Those having service-connected noncompensable dental conditions or disabilities where the dental condition or disability is shown to have existed at the time of discharge from the service.

- Those having a dental condition whether or not service-connected but medically determined to be aggravating a service-connected physical disability or injury.

The treatment may be rendered either by a fee basis "home-town" participating dentist or in a VA dental clinic.

Presumed Service-Connected Disabilities — Veterans with service on or after 27 Jun 1950, who need outpatient treatment for disabilities other than dental that are presumed to have resulted from their service may be provided needed treatment until VA can determine whether their disabilities actually are service-connected. These veterans must have been discharged or released from such service under conditions other than dishonorable.

Prosthetic Appliances

Certain veterans are eligible for prosthetic appliances (artificial limbs, etc.) if it can be established that:

- The veteran has a service-connected or service-aggravated disability requiring an appliance.

- An appliance is determined necessary as a part of hospital treatment or domiciliary care.

Free medical examinations — If required, medical examination will be given to veterans filing compensation claims.

Veterans needing a physical examination for Government life insurance purposes may receive a physical examination free of charge at any VA medical office.

Free medical examinations also are given at any VA clinic or hospital to vets filing applications for hospital treatment or domiciliary care.

Vocational Rehabilitation for Disabled

Eligibility — Eligible disabled veterans may receive education or training at Government expense, with tuition, supplies and in many cases, subsistence allowance provided under the Vocation Rehabilitation Act (Public Law 16, 78th Congress, as amended).

Disabled veterans may be eligible if:

- They suffered a service-connected disability in active service since 27 Jun 1950 which would entitle them to compensation, or, but for the receipt of retirement pay, would entitle them to compensation.

- They were discharged or released under conditions other than dishonorable.

- VA determines they need vocational training to overcome their handicap.

All three of the above conditions must be met.

Length of Training — Eligible veterans may get training of such character and length not to exceed four years as is necessary to restore their ability to work. Veterans may apply



"That's what I keep saying — give the boys what they like — and everyone likes beans."

for vocational rehabilitation after discharge, or while hospitalized awaiting discharge.

Type of Training — Before disabled veterans begin training, they will be interviewed by VA counselors. If necessary, they will be given a series of tests to determine their aptitudes and interests. This, together with a review of the veterans' educational and employment experiences, will enable the VA counselor and training officer to advise the veterans as to the training they may get.

Eligible veterans may be:

- Enrolled in schools or colleges.
- Placed in apprenticeship or other on-the-job training.
- Entered in institutional on-the-farm training programs or other programs which combine school and job-training.

Subsistence Allowances — While in training and for two months after rehabilitation, the disabled veterans may receive subsistence allowances in addition to their disability compensation.

Basic monthly subsistence rates for disabled veterans studying full time in schools and colleges are \$75 without dependents, \$105 with one dependent, and \$120 with more than one dependent.

Basic rates for on-the-job training are \$65 without dependents and \$90 with one or more dependents.

Rates for veterans enrolled in combination types of training may be somewhat higher than the job training rates.

Additional allowances may be provided, depending on the veterans' degree of disability and the number of additional dependents they have.

Disability Compensation

A veteran disabled by injury or disease incurred in or aggravated by active service since 27 Jun 1950 may qualify for disability compensation at wartime rates. He must have been discharged under conditions other than dishonorable.

A veteran who develops any type of active tuberculosis to a degree of 10 per cent or more disability within three years of his release or separation from service may be presumed to be service-connected for disability compensation.

Veterans with multiple sclerosis (a kind of creeping paralysis), devel-



"Me own this dog? No sir, I just gave him away about two minutes ago."

oping to a degree of 10 per cent or more disability within two years after separation from active service may be presumed to be service-connected for disability compensation.

Here are the monthly wartime rates for service-connected disabilities:

10% disabled	\$15.75
20% "	31.50
30% "	47.25
40% "	63.00
50% "	86.25
60% "	103.50
70% "	120.75
80% "	138.00
90% "	155.25
100% "	172.50

For blindness, amputations, tuberculosis, etc., additional amounts may be payable as statutory awards. These statutory awards, in combination with disability compensation, may be paid up to a maximum of \$400 a month.

Veterans rated 50 per cent or more disabled may receive additional sums for dependents.

Disability Pension

A veteran with active service since 27 Jun 1950 who becomes permanently and totally disabled for reasons not traceable to his service in the armed forces may be entitled to a pension.

He must have been discharged under conditions other than dishonorable after a minimum of 90 days of service. (If he was discharged in less than 90 days of service for disability incurred in line of duty and later becomes disabled for other reasons not traceable to service, he is eligible for the pension.)

The pension is payable only if the

veteran's income does not exceed \$1400 a year without dependents, or \$2700 if he is married or has a minor child.

The monthly rate is \$63 which is increased to \$75 after 10 years or when the veteran reaches age 65.

Veterans who are entitled to pension and who are so helpless as to need the regular aid and attendance of another person may be eligible for the top pension payment of \$129 per month. This rate does not apply when the veteran is being hospitalized by VA or is receiving VA domiciliary care.

Aid for the Blind

VA provides special aid to veterans who are blinded and are entitled to compensation for service-connected disabilities. The blindness itself need not be service-connected.

Aids for the blinded include approved electronic and mechanical equipment, as well as seeing-eye or guide dogs. VA also pays the expense of training the veteran to use the dog, and for the dog's medical attention.

"Wheel Chair" Homes

Seriously disabled veterans who can not get about without the aid of wheel chairs, braces, crutches, canes, or the like, may be entitled to a grant from VA for a "wheel chair" home, especially adapted to their needs.

These veterans must be entitled to compensation for permanent and total service-connected disability for the loss, or loss of use, of both legs, due to certain specified conditions.

Eligible veterans will receive a Federal grant of not more than 50 per cent of the cost of their homes up to a maximum of \$10,000. This grant may be used to pay part of the cost of building or buying such homes, or to remodel existing dwellings for their requirements.

The grant also may be used to pay off the indebtedness of such homes already acquired by eligible veterans.

Cars for Disabled Veterans

Veterans who served in the Armed Forces on and after 27 Jun 1950 and who are entitled to VA compensation for any of three types of disabilities may be eligible for an automobile or other conveyance.

The three types of disabilities are as follows:

- Complete loss of sight in both eyes or permanent impairment of

vision in both eyes to a degree as to constitute virtual blindness.

- Loss or permanent loss of use of one or both feet.
- Loss or permanent loss of use of one or both hands.

For eligible veterans, VA is authorized to pay up to \$1600 toward the purchase price of an automobile or other conveyance, including such equipment with special attachments and devices as the VA may deem necessary for each veteran.

Veterans may apply to the VA for this benefit up to 20 Oct 1954 or up to three years from the date of their discharge or release from active service whichever is later.

Government Life Insurance

Servicemen's Indemnity — Under the Servicemen's Indemnity and Insurance Acts of 1951, which became effective 25 Apr 1951, persons in active service on and after 27 Jun 1950 are automatically covered against death in active service for \$10,000—less any other Government life insurance in force at time of death.

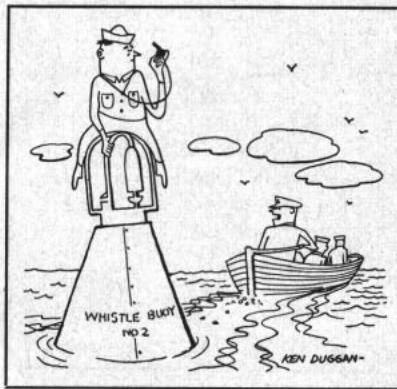
For those called to active duty 31 days or more, this free indemnity protection continues for 120 days after separation or release from active service.

After their separation from service, these veterans may obtain two types of post-service Government life insurance:

Five-Year Term Insurance — A five-year level premium term policy that is renewable every five years at the premium rate for the then-attained age without medical examination. This type of term policy is not convertible to any other form of Government life insurance, nor does it participate in dividends.

Veterans who may apply for this insurance are those who were ordered into active duty for 31 days or more and who were entitled to indemnity protection while they were in service. However, they must have been released from such active service.

These veterans may apply to the VA for the insurance within 120 days after their separation or release. While they do not need a physical examination, they must pay the required premiums. They may purchase up to \$10,000 of this term insurance, less any other Government



"And we'll see you in the morning with the repair crew, Smith."

life insurance in force at the time of application.

Insurance for Disabled Veterans— A special form of Government life insurance is available for eligible disabled veterans, in either term or permanent plans, similar to those of National Service Life Insurance, except that the premiums are on a different basis, the insurance is non-participating with respect to dividends, and the benefits upon maturity are different because they are based on different actuarial tables.

Veterans eligible for this special insurance are those released or separated from active service on or after 25 Apr 1951, under other than dishonorable conditions and who are found by the VA to be suffering from a service-connected disability or disabilities for which VA compensation would be payable if the disability were 10 per cent or more in degree. They must not be suffering from non-service-connected disability or disabilities that would make them non-insurable.

These veterans must apply to VA for the special NSLI within one year from the date that VA finds their disability or disabilities to be service-connected. Each application must be accompanied by the required physical examination and the necessary premium.

Death Compensation

The widow, children and dependent parents of a deceased veteran with service since 27 Jun 1950, whose death was due to service, may qualify for death compensation.

A widow loses her entitlement if she remarries. Unmarried children normally lose their entitlement upon

reaching age 18, but if they are attending a school approved by the VA, they may continue to receive death compensation while attending this school, but not after they are 21 or married. Mentally incompetent children may receive this compensation after age 18 as long as such incompetency exists.

Monthly amounts vary according to the number and relationship of the dependents. Examples are: widow, no child \$75; widow, one child, \$121 (each additional child, \$29); no widow, one child, \$67; no widow, two children, \$94; no widow, three children, \$122 (each additional child \$23); one parent, \$60; two parents, each \$35.

Death Pension

The widow and children of certain deceased veterans with service since 27 Jun 1950 may be entitled to death pension benefits where the veteran died of causes not due to service.

The veteran must have been discharged under conditions other than dishonorable and, at time of death, must have been receiving or entitled to receive compensation, pension or retirement pay for service-connected disability. Otherwise, he must have served at least 90 days (or have been discharged for service-incurred disability before 90 days of service) and, at time of death, must have had a definite ascertainable service-connected disability.

A widow alone receives \$48 a month; a widow and one child, \$60 (each additional child, \$7.20); no widow, one child, \$26; no widow, two children, \$39; no widow, three children, \$52 (each additional child, \$7.20).

The widow may receive pension only if her annual income does not exceed \$1400, or \$2700 if she has a child or children. In the latter event, the child or children may become eligible for pension. But, if a child has an income in excess of \$1400 per year, he or she is not eligible. A widow loses her entitlement upon remarriage and unmarried children normally become ineligible when they reach age 18. A child attending a VA-approved school after age 18, will continue to receive the pension while attending this school, but not beyond the age of 21 or if married. Mentally

incompetent children may receive this pension as long as the incompetency exists.

Burial Benefits

Funeral expenses, up to \$150 will be paid by the VA in the death of any veteran who served in the Armed Forces since 27 Jun 1950, and who was discharged under conditions other than dishonorable.

Additional costs, covering transportation, will be allowed if the veteran died in a VA hospital or home, or while hospitalized at VA expense, or while in transit to or from a VA hospital, home or regional office at the expense of the VA.

All claims must be filed with the VA within two years from the date of permanent burial. These allowances are payable only to undertakers or to reimburse the person who paid the funeral expense.

Burial Flag — An American flag to drape the casket, which may be retained as a memorial by the next-of-kin, is supplied in the death of veterans who have served in the Armed Forces since 27 Jun 1950 and who were discharged under conditions other than dishonorable.

Such flags are issued, upon application, by the VA field offices; most first, second and third class post offices and those fourth class post offices located in county seats.

Guardianship Service

Incompetent veterans, with service in the Armed Forces since 27 Jun 1950 and their minor dependents or incompetent beneficiaries are entitled to protection of that portion of their estates derived from benefits paid by the VA.

Such protection is provided by the Chief Attorneys of the VA Regional Offices (in accordance with State and Federal laws and VA regulations).

The Chief Attorneys maintain supervision over guardians appointed by State (probate and county) courts, as well as legal custodians recognized by the VA in their respective jurisdictions.

Appeals

The Board of Veterans' Appeals is available for rendering final decisions in all cases appealed to the Administrator of Veterans Affairs, wherein a claimant has been denied benefits to which he claims entitlement. The Board has no original jur-

isdiction; its work is similar to that of a court of appeals.

Three benefits of the G.I. Bill are not administered by the Veterans Administration. They are:

Unemployment Compensation

The Korean G.I. Bill provides unemployment compensation for eligible veterans with service since 27 Jun 1950. Payments may be made at the rate of \$26 a week for a maximum of 26 weeks, or a total of \$676 for the full period.

This program is administered through the various states by the U. S. Department of Labor. Further information may be obtained from any local State Employment Office.

Employment Assistance — The law also extends job-finding assistance to veterans with service since 27 Jun 1950, on the same basis as veterans of World War II. The help includes job counseling and employment placement services of the Veterans Employment Service, which is a part of the U. S. Employment Service.

This program is administered by the Veterans Employment Service of the U. S. Employment Service. Further information may be obtained from any local State Employment Office.

Mustering-out Pay

The Bill further provides mustering-out pay for veterans with service since 27 Jun 1950. These payments will be made at time of discharge to anyone with an honorable discharge who served in the rank of captain or less in the Army, Air Force or Marine Corps or as lieutenant senior grade or less in the Navy.

Payments total \$300 for those with at least 60 days of service who were on active duty outside the continental limits of the U. S.; \$200 for

those with 60 days or more of service who were not outside the U. S. and \$100 for those who spent less than 60 days on active duty.

Veterans of Korean Service on Civil Service Register May Be Eligible for Government Jobs

Navymen who were on a Civil Service register and entered the service before they had a chance to accept appointment may be eligible to be placed on a register again when they are separated.

Public Law 121 (83rd Congress) is designed to assist Federal Civil Service appointees who lost opportunities for appointment because of service in the armed forces after 30 Jun 1950.

You may be entitled to be placed on the original (or the appropriate successor) register for certification for probational appointment in the U. S. Government if you meet the following conditions:

- You served in the armed forces of the U. S. at any time after 30 Jun 1950 and prior to the expiration of the Universal Military Training and Service Act (1 July 1955).
- Your name appears on any Civil Service register after 30 June 1950 with respect to a position in the U. S. Government.
- During your service in the armed forces another eligible applicant standing lower on the register received a probational appointment.
- You have been separated or relieved from active duty under honorable conditions from the armed forces.
- You are qualified to perform the duties of the position for which the register is established.
- You make application to be placed on a register within 90 days after the date you are separated or released from active duty, or the date of the termination of hospitalization that has continued for a period of not more than one year after your separation or release from active duty.

However, the privileges of this law do not apply to anyone who remains on active duty voluntarily or involuntarily for more than four years (except where additional active duty is imposed by law, or for the purpose of determining physical fitness).



"You mean he's not left over from your class either?"

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SevNav Instructions that apply to most ships and stations. Many instructions and notices are not of a general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 44—Announces the selection

of 12 officers for temporary promotion to the grade of brigadier general in the Marine Corps.

No. 45—Announces the death of Chief Justice of the United States Frederick M. Vinson and orders all ships and stations to half-mast their Colors.

No. 46—Raises from \$1 to \$1.65 the per diem rate for officers under instruction or delayed under permanent change-of-station orders.

No. 47—Calls attention of Navy enlisted personnel to the Naval ROTC program and requests applications to be forwarded to BuPers by qualified personnel.

No. 48—Announces selection of 1017 lieutenant commanders of the line of the Regular Navy and Naval Reserve on active duty for temporary

promotion to commander.

No. 49—Announces the convening of a selection board to consider requests from officers of the line of the Regular Navy, not above the grade of lieutenant commander, for transfer to the Supply Corps.

BuPers Instructions

No. 1120.3A—Gives the latest information on appointment of Naval Reserve dental officers in the Dental Corps of the Regular Navy.

No. 1120.4A—Gives the latest information on appointment of Naval Reserve medical officers to the Medical Corps of the Regular Navy.

No. 1510.23—States that graduates of Instructor School are authorized to handle motion picture equipment while on instructor or recruiting duty, but that they are not qualified as full-fledged movie operators.

No. 1801.1A—Continues to hold in abeyance the retirement of Regular officers of the Navy and Marine Corps except for being overage, unfit for duty or retired on individual hardship.

BuPers Notices

No. 1910 (13 Aug 1953)—Gives instructions for early separation of Regular Navy personnel serving in a minority enlistment and states that such persons will be retained on active duty until they complete three years of active duty, unless they request otherwise.

No. 1210 (1 Sep 1953)—Advises naval commands of the pending consolidation of TAR (Training and Administration of the Naval Reserve) billets and billets in the Regular Navy Establishment, and states that TAR billets will be distinguished in the future by the fourth digit "7" in the billet designator of the allowance of officers.

No. 1001 (11 Sep 1953)—Makes a change in BuPers Inst. 1001.10, which relates to selection and assignment of officers to the TAR program.

No. 1120 (11 Sep 1953)—States that applications for appointment in the Regular Navy by Reserve officers under the Augmentation Program will not be accepted by BuPers after 1 Nov 1953 since the Congressional authority for the program terminates on 31 Dec 1953.

No. 1418 (11 Sep 1953)—Gives full information on next year's servicewide competitive exams for EMs.

No. 1440 (25 Sep 1953)—Con-

WAY BACK WHEN

Ships' Sponsors

Early records of ship-naming ceremonies show that the name of a Navy ship was usually given by an officer of the U. S. Navy.

Unlike present-day ceremonies, a ship's sponsor in the old days would go on board and actually be launched with the ship. As the bow of the vessel struck water, he would break the bottle of wine or water over the bow, at the same time pronouncing her name.

Many prominent officials were launched with a ship in those days. Commodore John Paul Jones was aboard *America*, the first ship of the line to be launched in the U. S., (5 Nov 1782) and in several instances the Secretary of the Navy has been launched with a ship.

The first complete record of a Navy ship-naming or "christening" is that of *Constitution* when, on 20 Oct 1797, Captain James Sever, USN, "broke a bottle of wine over the bow of the frigate." When the frigate *Independence* was launched on 20 June 1814, Commodore Bainbridge had the honor of christening her. On another occasion, it was noted that the frigate *Brandywine* "smote the water in fine style and Captain Dove stationed on her bow christened her with the usual ceremony."

In 1828 the first woman sponsor appears in print, but her identity will probably never be known. The only reference to her appeared in the following news item: "The *Concord* (a sloop-of-war) glided beautifully into her destined element and was christened by a young lady of Portsmouth." In those days, it was not the fashion to put the names of ladies in the papers.



From that date to 1898 records give the names of few men who participated in the launching of a new ship. Since 1898 it has been the policy of the Navy Department to select only female sponsors.

At one time, it was the custom for officials of the Navy Yard or Shipbuilding Company where the ship was built to invite a sponsor to break the bottle of wine or water and give the vessel her name.

At the present time sponsors for naval vessels are designated by the Secretary of the Navy. The Navy Department usually requests the Governor of the State to nominate a sponsor for a battleship to be named for that state or the mayor of a city to nominate a sponsor for a cruiser to be named for his city.

When ships are named for individuals, a female relative of the person for whom the vessel is to be named is designated as the sponsor.

tinues to hold in abeyance, except in exceptional cases, a commanding officer's authority to effect changes in rate to or from airman or airman apprentice.

Latest Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Bldg. 311, U. S. Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in September.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

Thunder Bay (1254) (T): Melodrama; James Stewart, Joanne Dru.

Flame of Calcutta (1255) (T): Outdoor drama; Denise Darcel, Patrick Knowles.

The Great Sioux Uprising (1256) (T): Western; Jeff Chandler, Faith Domergue.

Affairs of Dobie Gillis (1257): Campus Comedy; Debbie Reynolds, Bobby Van.

War of the Worlds (1258) (T): Drama; Gene Barry, Ann Robinson.

Terror on the Train (1259): Drama; Glenn Ford, Anne Vernon.

Powder River (1260) (T): Western; Rory Calhoun, Corinne Calvet.

Moulin Rouge (1261) (T): Drama; Jose Ferrer, Collette Marchand, Zsa Zsa Gabor.

Houdini (1262) (T): Melodrama; Janet Leigh, Tony Curtis.

Dangerous When Wet (1263) (T): Musical Melodrama; Esther Williams, Fernando Lamas, Jack Carson, Charlotte Greenwood, Denise Darcel.

City of Bad Men (1264) (T): Western; Jeanne Crain, Dale Robertson.



"Barker, in order to become a diver, you have to have confidence."

Phantom From Space (1265): Melodrama; Ted Cooper, Tom Daly.

Plunder of the Sun (1266): Melodrama; Glenn Ford, Diana Lynn.

The Big Leaguer (1267): Baseball Melodrama; Edward G. Robinson, Vera Ellen.

The Band Wagon (1268) (T): Musical; Fred Astaire, Cyd Charisse, Oscar Levant, Nanette Fabray.

Abbott and Costello Meet Dr. Jekyll and Mr. Hyde (1269): Comedy-Mystery; Bud Abbott, Lou Costello, Boris Karloff.

Island in the Sky (1270): Air Force Drama; John Wayne, Lloyd Nolan.

Murder Without Tears (1271): Crime-Melodrama; Craig Stevens, Joyce Holden, Richard Benedict.

Gentlemen Prefer Blondes (1272) (T): Musical Comedy; Marilyn Monroe, Jane Russell, Charles Coburn.

Man From the Alamo (1273) (T): Western; Glenn Ford, Julia Adams, Chill Wills.

Selection Board Recommend Promotion of Line LCDRs

A Navy selection board has recommended 1017 line officers of the Regular Navy and Naval Reserve on active duty for promotion to commander.

Of the total selected, 928 are of the unrestricted line. The balance includes 46 Engineering Duty officers, 26 Aeronautical Engineering Duty officers, 15 Special Duty officers and two Limited Duty officers.

The date of rank of the officers selected to the higher grade will vary. However, all of the selectees are expected to be promoted, when qualified, by 1 Jul 1954.

Aviation Trip Insurance Is Now Available to Navymen Traveling As Passengers in Service Planes

Navymen may now buy aviation trip insurance for extra protection while traveling as passengers aboard Department of Defense aircraft. Such insurance can be purchased from civilian insurance firms and insures the individual for one trip, from one geographical location to another or for a specific period of time.

By buying trip insurance you may secure extra protection over and above your permanent life insurance or have it serve as a replacement for a life insurance contract containing an aviation exclusion provision.

A policy insures any person traveling as a passenger on any Department of Defense aircraft which is being utilized for the transportation of passengers and cargo, but not in connection with flights for any other operational, tactical or test purposes. One insurance company has interpreted the term "operational" to mean "any flight simulating a combat operation."

Aviation trip insurance policies are issued in amounts of \$10,000 or \$20,000 and in various time limits from three days to one year with premiums ranging from \$1 to \$50. One policy is issued for flights within the U. S. and another for world-wide flights. Extension in time limits are granted where authorized layovers occur.

Manual for Burial Escorts Prepared by BuPers Is Ready

A manual is available to all persons who may be assigned as escorts of deceased Naval Personnel.

A copy of the new handbook, titled *Manual for Escorts of Deceased Naval Personnel* (NavPers 10067), has been sent to each Naval District Director of Training and to each Marine Corps activity.

The Manual is prepared for Navy and Marine Corps personnel who may be asked to escort deceased personnel to the place of burial.

Naval Personnel may requisition extra copies from any naval district Printing and Publications Office.

Marines may procure additional copies from the Commanding General (Stationery), Marine Corps Depot of Supplies, Philadelphia 46, Pa.

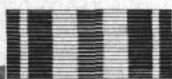
DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism in action against the enemy..."

★ BORDELON, Guy P., LT, USN, pilot in Fighter Squadron 152 on 17 Jul 1953. Flying a night combat patrol mission near the city of Seoul, Lieutenant Bordelon expertly maneuvered his aircraft into an attack position and boldly intercepted a hostile intruder plane. Challenging the enemy, he pressed home a determined attack and quickly shot down the aircraft, accounting for his fifth enemy night intruder plane, thereby becoming the first Navy pilot to achieve such a record during the Korean conflict.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action..."

★ AVERA, Ray, HN, USNR, serving with a Marine Infantry Battalion on 24 Apr 1951.
★ CHUE, Kenneth, HM2, USN, serving with a Marine Infantry Company on 28 May 1952.
★ EVANS, Andrew H., HM3, USN, serving with a Marine Infantry Company on night of 15-16 Sep 1952.
★ FELICIA, Francis G., HN, USN, serving with a Marine Infantry Company on 9 Aug 1952.
★ GUIVER, Jay L., HM3, USN (posthumously), serving with a Marine Headquarters and Service Company on 26 and 27 Mar 1953.
★ HODGES, Gerald L., HN, USN, serving with a Marine Infantry Company on 3 Jul 1952.
★ HODGES, Walter L., HM3, USN, attached to a Marine Tank Company on 28 May 1952.
★ HOFF, Alan, LTJG, USN (posthumously), pilot in Fighter Squadron 111 on 11 Mar 1952.
★ HUTTO, James E., HN, USN, serving with a Marine Infantry Company on 7 Feb 1952.
★ KATZ, Lawrence S., HN, USN, serving with a Marine Infantry Company on 4 May 1952.
★ MAHONEY, James R., Jr., HN, USN, serving with a Marine Infantry Company on 12 Feb 1952.

★ McMULLEN, Birton E., LT, USN, pilot in Helicopter Squadron One on 13 Jun 1952.

★ PALMER, Asa, HN, USN, serving with a Marine Infantry Company on 28 May 1952.

★ RAYMOND, Chester C., HN, USN, serving with a Marine Infantry Company from 12 to 16 Aug 1952.

★ SCHUELLER, Marlin H., HN, USNR, attached to a Marine Infantry Company on 10 Jun 1951.

★ SGARLATO, Anthony S., HN, USN, attached to a Marine Infantry Company on 20 Jun 1952.

★ SMITH, John D., HN, USN, serving with a Marine Infantry Company on 29-30 Aug 1952.

★ VINTILA, John N., HM3, USNR, serving with a Marine Infantry Company on 5 May 1952.

★ WEYMER, William G., HN, USN, serving with a Marine Infantry Company on 5 and 6 Sep 1952.

★ WICKSON, Lawrence, HN, USN, serving with a Marine Infantry Company on night of 6 Jul 1952.

★ WILDER, James O., HN, USN, serving with a Marine Infantry Company on night of 10 Sep 1952.

LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States..."

★ BROWN, Sheldon W., CAPT, USN, Director of Ships Installations Division of the Bureau of Aeronautics from 3 Jul 1950 to 2 Jul 1953.

★ COOPER, Joshua W., CAPT, USN, CO of USS *Iowa* (BB 61) and Commander of Task Elements of Fast Carrier Task Force 77 from 29 Jul to 13 Oct 1952. Combat "V" authorized.

★ DEAN, William A., Jr., CDR, USN, serving on the staff of Commander Task Force 77 from 19 Mar to 4 Sep 1952.

★ DOWNING, Arthur L., CDR, USN, Commander Carrier Air Group Two on 23 Jun 1952. Combat "V" authorized.

★ EGGEN, Arnold W., LCDR, USN, legal officer in a Marine Division from 6 Mar to 20 Aug 1952.

★ FRASER, George K., CAPT, USN, Chief of Staff and aide to Commander Carrier Division Three, who had assumed title of Commander Task Force 77 from 19 Mar to 4 Sep 1952.

★ GOODMAN, Daniel C., CAPT, USN, on the staff of Commander Seventh

Fleet from 25 Feb 1952 to 19 Feb 1953. Combat "V" authorized.

★ HARRIS, Bill J., CDR, DC, USN, serving with the First Marine Division from 28 Nov 1951 to 1 Aug 1952. Combat "V" authorized.

★ JACKSON, Vernard R., CDR, DC, USN, serving with the First Marine Division from 25 Jan to 1 Nov 1952. Combat "V" authorized.

★ LAWRENCE, Richard, Jr., CDR, MC, USN, serving with a Marine Division from 20 Sep 1951 to 20 Aug 1952. Combat "V" authorized.

★ LEE, Cameron W., LCDR, USNR, officer-in-charge of a Construction Battalion Maintenance Unit from 13 Oct 1951 to 17 Oct 1952. Combat "V" authorized.

★ MELGAARD, John L., CAPT, USN, Commander Destroyer Squadron Five from 11 Jan to 23 Jul 1952, and Commander East Coast Blockade and Escort Group from 16 Feb to 6 Mar 1952. Combat "V" authorized.

★ OGLE, William S., LT, MC, USNR, serving in a Marine Medical Battalion from 9 May to 31 Oct 1952. Combat "V" authorized.

★ SLATTERY, Edward A., CDR, ChC, USN, serving with a Marine Division from 17 Apr to 26 Dec 1952. Combat "V" authorized.

★ SULLIVAN, Dennis J., CAPT, USN, CO of USS *Boxer* (CVA 21) from 14 Mar to 1 Aug 1952. Combat "V" authorized.

★ VERRAN, Merryn W., CDR, USNR, Commander Fleet Activities, Inchon, Korea, from 23 Jun 1951 to 22 Jun 1952.

★ WILSON, Francis E., CAPT, USN, Chief of Staff to Commander Service Squadron Three from 19 Oct 1951 to 4 Nov 1952.

Gold star in lieu of second award:

★ TITUS, Jack C. CAPT, USN, on the staff of Commander Seventh Fleet from 9 Feb 1952 to 19 Feb 1953. Combat "V" authorized.

Gold star in lieu of third award:

★ MARKHAM, Lewis M., Jr., CAPT, USN, Commander Destroyer Squadron 11 from 3 Oct 1951 to 13 May 1952; Commander Task Group 77.2 from 3 Oct to 29 Nov 1951; Commander East Coast Blockade and Patrol Group from 18 Mar to 16 Apr 1952. Combat "V" authorized.

★ RODEE, Walter F., CAPT, USN, CO of USS *Essex* (CVA 9) from 12 Jan to 10 Mar 1952 and from 28 Jul to 2 Sep 1952. Combat "V" authorized.

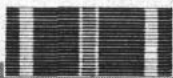
Gold star in lieu of fourth award:

★ HERING, Eugene R., Jr., CAPT, MC,

USN, serving with a Marine Division from 3 Nov 1950 to 25 Jan 1951. Combat "V" authorized.

Gold star in lieu of fifth award:

★ SMEDBERG, William R., III, CAPT, USN, CO of USS *Iowa* (BB 61) and Commander of numerous Task Elements of Fast Carrier Task Force 77 from 31 Mar to 29 Jul 1952. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

Gold star in lieu of third award:

★ ETTINGER, Raymond L., LCDR, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ HOLM, Stanley R., LCDR, USN, serving in Carrier Air Group 102 on 3 Sept 1951.

★ WATTS, Donald L., Jr., LCDR, USNR, attached to Fighter Squadron 874 on 9 Oct. 1951.

★ WEIZER, Daniel, LT, USNR, serving in Fighter Squadron 783 on 27 Sept 1951.

★ WILSON, Virgil C., ADC., USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy..."

★ COUTTS, Victor C., DC3, USN, serving in USS *Ruchamkin* (APD 89) on 14 Nov 1952.

★ MCKEE, Philip P., RM3, USN, serving in USS *Boyd* (DD 544) on 7 Oct 1952.

★ REAUME, Robert W., HN, USN, rescuing a man from a crashed helicopter in Korea on 10 Jan 1953.

★ SAMPSON, Robert E., ENFN, USN, serving in USS *LCU 980* on 16 Feb 1953.

★ SHEEHAN, Robert P., MMC, USN, serving in USS *Ruchamkin* (APD 89) on 14 Nov 1952.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

★ AGNEW, Robert F., AN, USN, serving in USS *Boxer* (CVA 21) on 6 Aug. 1952.

★ BAKER, George T. CDR, USN, CO of USS *Gunston Hall* (LSD 5) from 13

Sep to 28 Oct 1951. Combat "V" authorized.

★ BAKER, Hobart R., AO1, USN, serving in USS *Boxer* (CVA 21) on 6 Aug 1952.

★ BAKESTRAW, Robert S., HM3, USN, attached to a Marine Infantry Company on 5 Sep 1952. Combat "V" authorized.

★ BELLIS, Charles A., CDR, USN, CO of USS *Kidd* (DD 661) from 10 Sep 1952 to 2 Mar 1953. Combat "V" authorized.

★ BENGSTON, Robert C., CDR, USN, serving in USS *Boxer* (CVA 21) from 26 Jan to 4 Sep 1952.

★ BENNETT, Floyd W., HN, USN, serving with a Marine Infantry Company on 18 Aug 1952. Combat "V" authorized.

★ BILL, Robert G., CDR, USN, serving on the staff of Commander Seventh Fleet from 25 Feb 1952 to 19 Feb 1953. Combat "V" authorized.

★ BODISCH, John J., GMC, USN, serving in USS *Boxer* (CVA 21) on 6 Aug 1952.

★ BOYD, David S., ENS, USN, attached to USS *Zellars* (DD 777) from 24 Jan 1950 to 30 Mar 1951. Combat "V" authorized.

★ BRAJEVICH, William, HM3, USN, serving with a Marine Infantry Battalion on 24 Apr 1952. Combat "V" authorized.

★ BRANDT, Richard C., HM3, USN, serving with a Marine Infantry Company on 16 Jun 1952. Combat "V" authorized.

★ BRINCKLOE, William D., CDR, USN, serving in USS *Iowa* (BB 61) from 8 Apr to 15 Oct 1952. Combat "V" authorized.

★ CHESLEY, Claire V., Jr., TMC, USN, serving in USS *Zellars* (DD 777) from 13 Oct 1950 to 19 Apr 1951. Combat "V" authorized.

★ CLEAVES, Richard D., LT, CHC, USN, serving with a Marine Aircraft Group from 23 May 1951 to 1 Feb 1952. Combat "V" authorized.

★ CURTIS, Theodore E., LT, USN, serving in USS *Halsey Powell* (DD 686) on 6 Feb 1952. Combat "V" authorized.

★ DARE, James A., CDR, USN, CO of USS *Douglas H. Fox* (DD 779) and Commander Hungnam Bombardment and Patrol Element from 27 Feb to 24 Jun 1952. Combat "V" authorized.

★ DEAN, William A., Jr., CDR, USN, serving in USS *Boxer* (CVA 21) from 6 Nov 1950 to 1 Feb 1952.

★ DELANEY, James A., HN, USNR, serving with a Marine Engineer Battalion on 6 Jul 1952. Combat "V" authorized.

★ DODSON, Joseph A., Jr., CDR, USN, CO of USS *Cony* (DDE 508) and Commander of a Task Element of Destroyers and Minecraft from 15 Jun to 1 Nov 1951. Combat "V" authorized.

★ EDCERTON, John H., HM3, USN, serving with a Marine Infantry Company on 9 Aug 1952. Combat "V" authorized.

★ HOEX, James R., HN, USN, serving with a Marine Infantry Company on 13 Aug 1952. Combat "V" authorized.

★ HUBBARD, Billy C., HN, USN, serving with a Marine Infantry Company on 12 Apr 1952. Combat "V" authorized.

★ HUFF, John F., HM3, USN, serving with a Marine Infantry Company from 25 Mar to 5 May 1952. Combat "V" authorized.

★ JOHNSTON, Milton G., HN, USN, serving with a Marine Infantry Company on 9 Aug 1952. Combat "V" authorized.

★ JONES, James F., HM3, USN, serving with a Marine Infantry Company on 6 Apr 1952. Combat "V" authorized.

★ JOUBERT, George L., HM2, USNR, serving with a Marine Infantry Company from 15 Apr to 12 Sep 1952. Combat "V" authorized.

★ JOYNER, Alvin L., HM3, USN, serving with a Marine Infantry Company on 30 Aug 1952. Combat "V" authorized.

★ KATZ, Lawrence S., HN, USN, serving with a Marine Infantry Company on 9 May 1952. Combat "V" authorized.

★ KENT, Donald, LTJG., MC, USNR, serving with a Marine Infantry Battalion from 31 Aug to 12 Sep 1951. Combat "V" authorized.

★ LANGFORD, Milford T., HM3, USN, serving with a Marine Infantry Company on 20 Sep 1951. Combat "V" authorized.

★ LEFFIN, William J., HN, USN, serving with a Marine Infantry Company on 13 Jun 1952. Combat "V" authorized.

★ LYNCH, Edward M., LCDR, ChC, USN, attached to a Marine Aircraft Group from 9 Apr to 15 Aug 1952. Combat "V" authorized.

★ LYNCH, Thomas P., HN, USN, serving with a Marine Infantry Company on 28 May 1952. Combat "V" authorized.

★ LYKINS, Robert W., LT, MC, USN, serving with a Marine Medical Company from 25 Dec 1950 to 1 Jul 1951. Combat "V" authorized.

★ MARQUARDT, Richard C., LCDR, USN, serving in USS *Wallace L. Lind* (DD 703) from 12 Oct 1950 to 15 Apr 1951. Combat "V" authorized.

★ MITTAK, Charles F., HM2, USN, serving with a Marine Infantry Company from 17 to 20 Sep 1951. Combat "V" authorized.

★ NASH, Thomas A., Jr., HM3, USN, serving with a Marine Infantry Company from 6 to 17 Aug 1952. Combat "V" authorized.

★ PALMER, William O., HM3, USN, serving with a Marine Infantry Company on 5 Sep 1952. Combat "V" authorized.

★ PEETERS, Richard T., LT, ChC, USNR, serving with a Marine Infantry Battalion from 11 to 13 Sep 1951. Combat "V" authorized.

★ PENNELL, John C., HM3, USNR, attached to a Marine Infantry Company on 3 Mar 1951. Combat "V" authorized.

★ PETERS, Joseph J., HM1, USN, serving with a Marine Infantry Battalion on 23 and 24 Apr 1951. Combat "V" authorized.

★ QUINN, James J., HA, USN, serving with a Marine Infantry Company on 6 Oct 1951. Combat "V" authorized.

BOOKS:

NOVEMBER READING LIST OFFERS VOLUMES OF FACT AND FICTION

SAILORS will find many good new books on the shelves of their ship and station libraries this fall. Reviews of some of the latest volumes, selected by the BuPers library staff, follow:

- *Knight's Modern Seamanship*, revised by Commodore Ralph S. Wentworth, USN, (ret.), and Commander John V. Neal, Jr., USN; Van Nostrand.

The twelfth edition of one of the most famous books on seamanship is now off the presses. This edition has been completely redesigned, revised and reset in larger format. Many of the photos and all of the line drawings are new.

Important basic knowledge of the sea and the ships which sail the seas is included in *Knight's*. New material on waves and surf and on ice seamanship is presented for the first time. Chapters on ships and boats and their equipment have been completely rewritten and much obsolete material has been discarded.

New data—in light of recent war experience—includes information on landing ships and landing craft, refueling at sea, and replenishment at sea. Special sections on weather, mechanical appliances aboard ship, and Rules of the Nautical Road have been brought up to date.

For more than 50 years, *Knight's* has been a by-word for sea-faring men. The present volume should prove even more valuable. It's a "must" for the library shelf and recommended for any salty son of the sea.

★ ★ ★

- *From Down Under to Nippon*, by General Walter Krueger, USA (ret.); Combat Forces Press.

One of the latest chronicles of World War II events has been written by the commander of the Sixth Army. This is not a collection of memoirs, however. Rather it is an account of Sixth Army's activities in the Pacific during the war—from its activation through the "return to the Philippines," victory, the occupation of Japan and, ultimately, inactivation.

This is a well-documented work, based on Krueger's official reports and those of subordinate units as well as the general's personal notes and recollections. To use the author's

own words, it is an "unadorned narrative . . . of much bitter fighting, hardships, shortcomings. . . ."

While primarily an account of Sixth Army's operations, General Krueger's book does not overlook the part played by the Navy. He points out, for example, how the Sixth Army would have been isolated on Leyte if the Japanese plan had succeeded, in October 1944.

This is another worthwhile volume, to be added to the growing list of World War II literature.

★ ★ ★

- *The Last Race*, by Jon Manchip White; M. S. Mill Company.

Here's another novel which treats of automobile racing. It concerns itself, chiefly, with the fate of Peter Wellington, number two man on the famed Corsi team.

One of Europe's top racing drivers, Wellington returns to the track after commanding a fighter squadron throughout World War II. But his luck has been bad. During the past two years the best he could do was to win a few third place awards. Is he through as a driver, has he lost his nerve?

Number three driver, a young Swiss named Arno Kleist, thinks so. He wants Wellington's billet on the team. And Wellington's young wife is trying to persuade her husband to give up racing.

The novel begins on the eve of the race for the Grand Prix de Suisse. Journalists—some wise, some foolish—have converged on Zurich. Racing fans crowd the city in anticipation of the great event.



"I wonder if he uses AC or DC."

Rain mars the day of the race. But Wellington thrives on wet tracks. Then, in mid-race, he learns one of his best friends, Dallapiccola, number one driver, has been mortally injured in a crash.

To tell more of the story here would be giving too many clues as to the outcome. You'll have to read the book to learn how it all turns out.

In addition to keeping you interested in the basic plot of his novel, White manages to take time out now and then to detail the thinking of his characters—to show, in a sense, what makes racing drivers tick.

★ ★ ★

- *A Stillness at Appomattox*, by Bruce Catton; Doubleday and Company.

Here's an interesting volume on the Civil War period, dealing primarily with General Grant's efforts to defeat General Lee.

It is a story of military and political maneuvering, of armies often poorly trained, ill-supplied. It is a story of defeats and victories, of bloodshed and "butchery," of valor and cowardice.

Filled with excerpts from official reports and dispatches, of accounts in the diaries and letters of privates and generals, this book—written by a specialist in the field—is an engrossing narrative.

You'll read about the enigmatic Grant, sitting on a stump, whittling a twig, smoking cigars incessantly—all the while master-minding his armies. When urged to move to a place of safety, on one occasion, lest the spot be captured, Grant suggested, instead, that artillery be drawn up to insure that the spot would be held.

It will be difficult for you to forget the spectacle of General Sheridan, rallying his troops at Shenandoah Valley—a "black-headed man on a great black horse, riding at furious speed . . . waving his arm and swinging his absurd flat little hat and shouting continually the order to turn around and get back into the fighting." Sheridan swore his men would be back in their own camps that night, turning defeat into victory. And they were.

Whether your interests run to historical accounts of wars or to just good, old "fightin' yarns," you'll like this book.



PADDLEWHEEL NAVY

Mississippi River—1861-1862

How the specially constructed Federal ironclads joined forces with the Union armies ashore to overpower one Southern strongpoint after another, eventually sweeping away all opposition from the banks of the great river highway.

As the North saw it, the Mississippi River stretched like a giant highway into the heartland of the Confederacy. Starting from Cairo, Illinois, at the juncture of the Ohio and Mississippi rivers, Northern ironclads teamed up with Union forces ashore to subdue one Southern strongpoint after another along this nautical thoroughfare.

Two years after the beginning of the war, as the result of the steady march of the Union armies and their naval arm, the North had gained control of the entire length of the Mississippi and had effectively split the Confederacy.

The ships that fought the river fights were a special breed. Built for the purpose, they were boxlike, 175 feet in length, 50 feet in beam and drew but six feet of water (an advantage in the sometimes shallow waters). Each vessel carried 13 heavy guns and was protected with an iron casemate which sloped up from the deck at a 35 degree angle. For propulsion, each had a single large paddle wheel just forward of the stern on the starboard side. Top speed was nine knots.

In 1861, the land-sea campaign began. The first success was scored against Fort Royal at Belmont, Missouri, which fell to the Union forces in November.

Next, Union generals threw a glance at Columbus, Ohio, but decided the forces arrayed against them there

were too strong at the moment. Instead, the attack shifted to Fort Henry on the Tennessee River, and in February 1862, after a blazing battle which lasted an hour and 15 minutes, four ironclads and three wooden gunboats forced the surrender of the fort.

With this success, the stage was now set for what turned out to be the toughest test for the river armada—Fort Donelson on the Cumberland.

Situated high on a bluff, the fort had two batteries facing the river, one of nine guns, the other of three. The Northern army commander, General Ulysses S. Grant, and the top navy commander, Flag Officer Andrew H. Foote, USN (the grade of rear admiral had not yet been established) decided to move without delay on Donelson and attempt to hit it before the Confederates had time to consolidate.

So, only a week after the battle at Fort Henry, the attack began on Fort Donelson. Here is an eyewitness account of the bruising bombardment between the shore-based guns and the gallant ironclads, as set down soon after the attack by the commanding officer of one of the ships, Commander Henry Walke, USN, of Carondelet.

From the article "Operations of the Western Flotilla" as published in The Century Illustrated Monthly Magazine, January 1885, by Commander Henry Walke, USN.



MAP shows region of Flag Officer Foote's operations, where one enemy strongpoint after another was taken.

AT 11:30 on the night of the 13th [of February, 1862], Flag Officer Foote arrived below Fort Donelson with the iron-clads *St. Louis*, *Louisville*, and *Pittsburgh*, and the wooden gun-boats *Taylor* and *Conestoga*.

On the 14th all the hard materials in the vessels, such as chains, lumber, and bags of coal, were laid on the upper decks to protect them from the plunging shots of the enemy.

At 3 o'clock in the afternoon our fleet advanced to attack the fort, the *Louisville* being on the west side of the river, the *St. Louis* (flag-steamer) next, then the *Pittsburgh* and the *Carondelet* on the east side of the

river. The wooden gun-boats were about a thousand yards in the rear. When we started in line abreast, at a moderate speed, the *Louisville* and *Pittsburgh*, not keeping up to their positions, were hailed from the flag-steamer to "steam up."

At 3:30, when about a mile and a half from the fort, two shots were fired at us, both falling short. When within a mile of the fort the *St. Louis* opened fire, and the other iron-clads followed, slowly and deliberately at first, but more rapidly as the fleet advanced. The Flag Officer [Foote] hailed the *Carondelet*, and ordered us not to fire so fast. Some of our shells went over the fort, and almost into our camp [the Union army's] beyond.

As we drew nearer, the enemy's fire greatly increased in force and effect. But, the officers and crew of the *Carondelet* having recently been long under fire, and having become practiced in fighting, her gunners were as cool and composed as old veterans. We heard the deafening crack of the bursting shells, the crash of the solid shot, and the whizzing of fragments of shell and wood as they sped through the vessel.

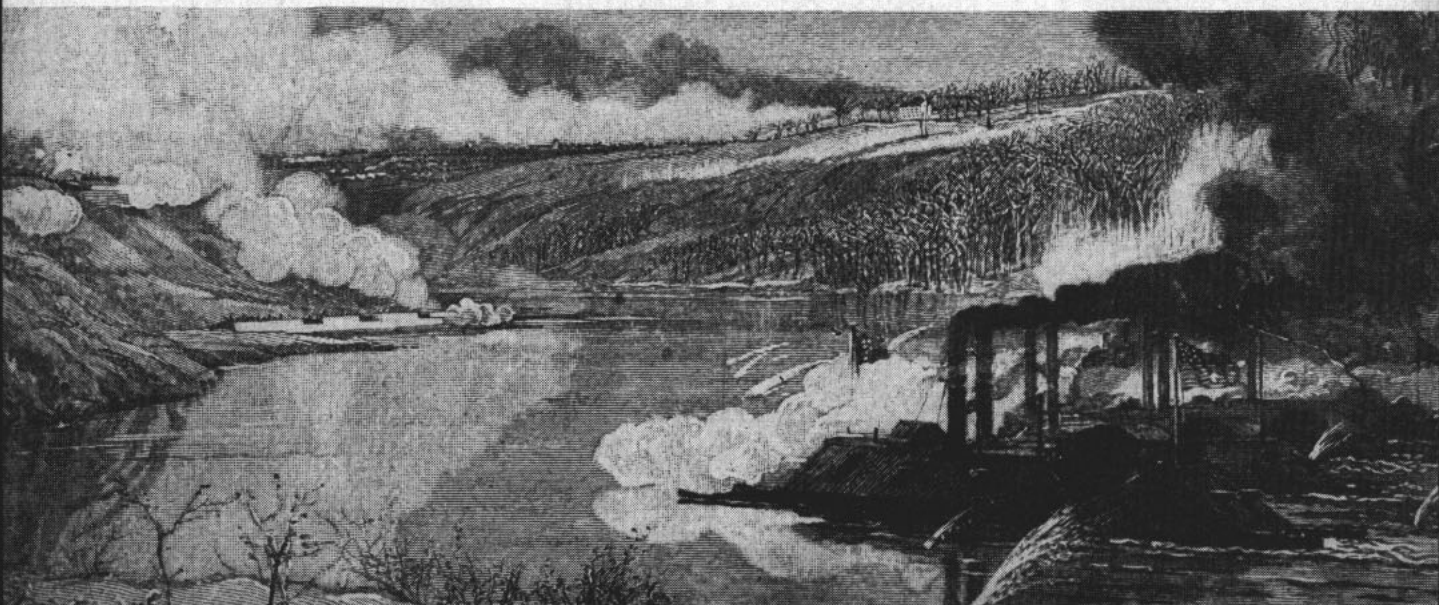
Soon a 128-pounder struck our anchor, smashed it into flying bolts, and bounded over the vessel, taking away a part of our smokestack; then another cut away the iron boat davits as if they were pipe-stems, whereupon the boat dropped into the water. Another ripped up the iron plating and glanced over; another went through the plating and lodged in the heavy casemate; another struck the pilot house, knocked the plating to pieces, and sent fragments of iron and splinters into the pilots, one of whom fell mortally wounded, and was taken below.

Our men fought desperately, but, under the excitement of the occasion, loaded too hastily, and the port rifled gun exploded. One of the crew, in his account of the explosion soon after it occurred, said:

"I was serving the gun with shell. When it exploded it knocked all of us down, killing none, but wounding over a dozen men, and spreading confusion among us. For about two minutes I was stunned, and at least five minutes elapsed before I could tell what was the matter.

"When I found out that I was more scared than hurt, although suffering from the gunpowder which I had inhaled, I looked forward and saw our gun lying on the deck, split in three pieces.

UNION gunboats, under Flag Officer Andrew H. Foote, USN, begin attack on Fort Donelson on the Cumberland.



"Then the cry ran through the boat that we were on fire, and my duty as pump-man called me to the pumps. While I was there, two shots entered our bowports and killed four men and wounded several others. They were borne past me, three with their heads off. The sight almost sickened me, and I turned my head away.

"Our master's mate came soon after and ordered us to our quarters at the gun. I told him the gun had burst, and that we had caught fire on the upper deck from the enemy's shell.

"He then said: 'Never mind the fire; go to your quarters.'

"Then I took a station at the starboard tackle of another rifled bow-gun and remained there until the close of the fight." The carpenter and his men extinguished the flames.

When within four hundred yards of the fort, and while the Confederates were running from their lower battery, our pilot-house was struck again and another pilot wounded, our wheel was broken, and shells from the rear boats were bursting over us. All four of our boats were shot away and dragging in the water.

On looking out to bring our broadside guns to bear, we saw that the other gun-boats were rapidly falling back out of line. The *Pittsburgh* in her haste to turn struck the stern of the *Carondelet*, and broke our starboard rudder, so that we were obliged to go ahead to clear the *Pittsburgh* and the point of rocks below.

The pilot of the *St. Louis* was killed and the pilot of the *Louisville* was wounded. Both vessels had their wheel-ropes shot away, and the men were prevented from steering the *Louisville* with the tiller-ropes at the stern by the shells from the rear boats bursting over them.

The *St. Louis* and *Louisville*, becoming unmanageable, were compelled to drop out of battle, and the *Pittsburgh* followed; all had suffered severely from the enemy's fire.

Flag Officer Foote was wounded while standing by the pilot of the *St. Louis* when he was killed. We were then about 350 yards from the fort.

There was no alternative for the *Carondelet* in that narrow stream but to keep her head to the enemy and fire into the fort with her two bow-guns, to prevent it, if possible, from returning her fire effectively. The enemy saw that she was in a manner left to his mercy, and concentrated the fire of all his batteries upon her.

In return the *Carondelet's* guns were well served to the last shot. Our new acting gunner, John Hall, was just the man for the occasion. He came forward, offered his services, and with my sanction took charge of the starboard-bow rifled gun.

He instructed the men to obey his warnings and follow his motions, and he told them that when he saw a shot coming he would call out "Down" and stoop behind the breech of the gun as he did so; at the same instant the men were to stand away from the bow-ports.

Nearly every shot from the fort struck the bows of the *Carondelet*. Most of them were fired on the ricochet level, and could be plainly seen skipping on the water before they struck. The enemy's object was to sink the gun-boat by striking her just below the water-line. They soon succeeded in planting two thirty-two-pounds shots in her bow, between wind and water, which made her leak badly, but her compartments kept her from sinking until we could plug up the shot-holes.

Three shots struck the starboard casemating; four

struck the port casemating forward of the rifle-gun; one struck on the starboard side, between the water-line and plank-sheer, cutting through the planking; six shots struck the pilot-house, shattering one section into pieces and cutting through the iron casing. The smoke-stacks were riddled.

Our gunners kept up a constant firing while we were falling back; and the warning words, "Look out!" and "Down!" were often heard, and heeded, by nearly all the gun-crews.

On one occasion, while the men were at the muzzle of the middle bow-gun, loading it, the warning came just in time for them to jump inside as a thirty-two-pounder struck the lower sill, and glancing up, struck the upper sill, then, falling on the inner edge of the lower sill, bounded on deck and spun around like a top, but hurt no one.

It was very evident that if the men who were loading had not obeyed the order to drop, several of them would have been killed. So I repeated the instructions and warned the men at the guns and the crew generally to bow or stand off from the ports when a shot was seen coming.

But some of the young men, from a spirit of bravado or from a belief in the doctrine of fatalism, disregarded the instructions, saying it was useless to attempt to dodge a cannonball, and they would trust to luck.

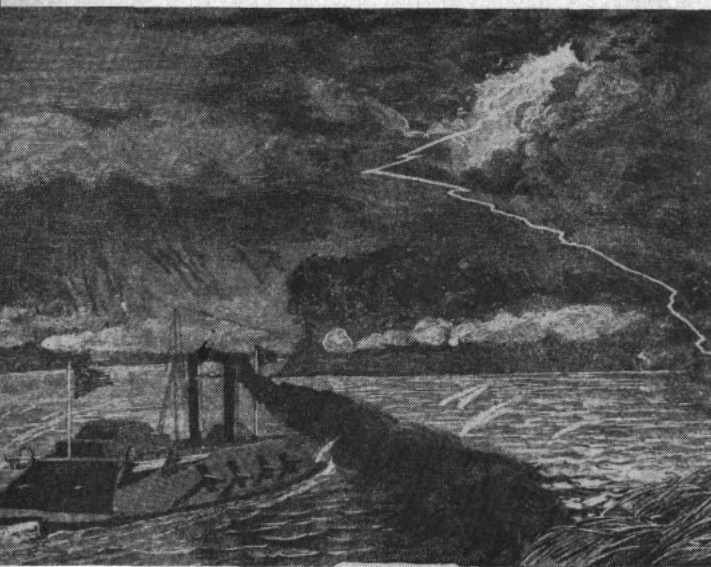
The warning words, "Look out! Down!" were again soon heard; down went the gunner and his men, as the whizzing shot glanced on the gun, taking off the gunner's cap and the heads of two of the young men who trusted to luck, and in defiance of the order were standing up or passing behind him. This shot killed another man also, who was at the last gun of the starboard side, and disabled the gun.

We kept firing at the enemy so long as he was within range, to prevent him, if possible, from seeing us through the smoke. The *Carondelet* was the first in and the last out of the fight at Fort Donelson, and was more damaged than any of the other gun-boats.

Although Foote's iron-clad armada had been turned back for the first time by the heavy firepower of Fort Donelson, it had given a good account of itself against



BETWEEN DECKS—Scene shows Union sailors serving the guns. Note track on which gun can change position.



CARONDELET, steaming under cover of darkness, is shown running past Confederate batteries at Island No. 10.

heavy odds and had proved the tenacity and fighting qualities of the fleet that were to stand it in such good stead later.

General Grant and his army ashore attacked the Confederates the next day and forced them to retreat back from the open countryside into the fortifications. Early the following day, Fort Donelson surrendered.

Now, with one more strongpoint out of the way, the Union forces moved on to another heavily fortified location, Island Number Ten, so called because it was the tenth in a string of small islands on the Mississippi south of Cairo.

The ironclads began a continuous bombardment of the fortifications that lasted throughout March 1862. The Union land forces, in the meantime, had marched around the strongpoint and taken up positions to the south near New Madrid. The catch was that although the army was ready to launch an attack from that point, the generals were loath to do so without support from the Navy on the river. This they did not have since the ironclads were pinned down to the north by the guns at Number Ten.

It was against this background that Flag Officer Foote called a conference of commanding officers. The result of that conference and the daring escapade of the ironclad Carondelet are narrated in the account written by the skipper himself, Commander Walke.

The Flag Officer now called a formal council of war of all his commanding officers. It was held on board the flag-steamer on the 29th of March and all except myself concurred in the opinion that to attempt to pass the batteries [on Island Number 10] would result in almost certain destruction of the boat [that tried it].

I did not think so, however, but believed with General Pope that under cover of darkness and other favorable circumstances, a gun-boat might be run past the enemy's batteries, formidable as they were with nearly 50 guns.

Although fully aware of the hazardous nature of the enterprise, I knew that the aid of a gun-boat was absolutely necessary to enable General Pope to succeed in his operations against the enemy, and thought the importance of this success justified the risk of running the

gauntlet of the batteries on Island Number Ten and the adjacent shores.

The army officers were becoming impatient, and it was well known that the Confederates had a number of small gun-boats below, and were engaged in building several large and powerful vessels, of which the renowned *Arkansas* was one. There was good reason to apprehend that these gun-boats would ascend the river and pass or silence Pope's batteries, and relieve the Confederate forces on Island Number Ten and the eastern shore of the Mississippi.

When asked if I was willing to make the attempt with the *Carondelet*, I replied in the affirmative. Foote accepted my advice, and expressed himself as greatly relieved from a heavy responsibility, as he had determined to send none but volunteers on an expedition he regarded as perilous and of very doubtful success.

Having received written orders from the flag officer, I at once began to prepare the *Carondelet* for the ordeal. All the loose material at hand was collected, and on the 4th of April the decks were covered with it, to protect them against shot. Hawser and chain cables were placed around the pilot-house and other vulnerable parts of the vessel, and every precaution was adopted to prevent disaster.

A coal-barge laden with hay and coal was lashed to the part of the port side on which there was no iron plating to protect the magazine. It was truly said that the old *Carondelet* at that time resembled a farmer's wagon prepared for market. The engineers led the escape-steam through the pipes aft into the wheel-house to avoid the puffing sound it made when blown through the smoke-stacks.

All the necessary preparations having been made, I informed the Flag Officer of my intention to run the gauntlet that night, and received his approval. Colonel Buford, who commanded the land forces temporarily with the flotilla, assisted me in preparing for the trip, and on the night of the 4th brought on board Captain Hollenstein, of the Forty-second Illinois, and twenty-three sharpshooters of his command, who volunteered their services, which were gratefully accepted.

I informed the officers and crew of the character of our undertaking, and all expressed a readiness to make the venture. In order to resist boarding parties in case we should be disabled, the sailors were well armed, and pistols, cutlasses, muskets, boarding-pikes, and hand-grenades were within reach.

Hose was attached to the boilers for throwing scalding water over any who might attempt to board. If it should be found impossible to save the vessel, it was designed to sink rather than burn her, as the loss of life would probably be greater in the latter case by the explosion of her magazine.

During the afternoon there was promise of a clear, moonlight night, and it was determined to wait until the moon was down, and then to make the attempt, whatever the chances. Having gone so far, we would not abandon the project without a bad effect on the men, equal almost to failure.

At ten o'clock the moon had gone down, and the sky, the earth, and the river were alike hidden in the black shadow of a thunder-storm, which had now spread itself over all the heavens. As the time seemed favorable, I ordered the first master to cast off.

Dark clouds now rose rapidly over us, and enveloped us in almost total darkness, except when the sky was lighted up by the welcome flashes of vivid lightning to show us the perilous way we were to take. Now and then the dim outline of the landscape could be seen, and the forest bending under the roaring storm that came rushing up the river.

With our bow pointing to the island, we passed the lowest point of land without being observed, it appears, by the enemy. All speed was given to the vessel to drive her through the tempest. The flashes of lightning continued with frightful brilliancy, and almost every second every brace, post, and outline could be seen with startling distinctness, enshrouded by a bluish white glare of light, and then her form for the next minute would become merged in the intense darkness.

When opposite Battery No. 2, on the mainland, [Battery No. 1 had been eliminated by a daring exploit the night of 1 April when a colonel and 40 men had staged a raid, killing the Confederate battery and spiking all guns] the smoke-stacks blazed up, but the fire was soon subdued. It was caused by the soot becoming dry, as the escape steam, which usually kept the stacks wet, had been sent into the wheel-house, as already mentioned, to prevent noise. With such vivid lightning as prevailed during the whole passage, there was no prospect of escaping the vigilance of the enemy, but there was good reason to hope that he would be unable to point his guns accurately.

Again the smoke-stacks took fire, and were soon put out; and then the roar of the enemy's guns began, and from Batteries Nos. 2, 3, and 4 came almost incessantly the sharp crack and screaming sound of their rifle-shells, which seemed to unite with the electric batteries of the clouds to annihilate us.

While nearing the island or some shoal point, during a few minutes of total darkness, we were startled by the loud, sharp order, "Hard a-port!" from our brave and skillful pilot, First Master Hoel. We almost grazed the island, and it appears, were not observed through the storm until we were close in, and the enemy, having no time to point his guns, fired at random. In fact, we ran so near that the enemy did not, probably could not, depress his guns sufficiently.

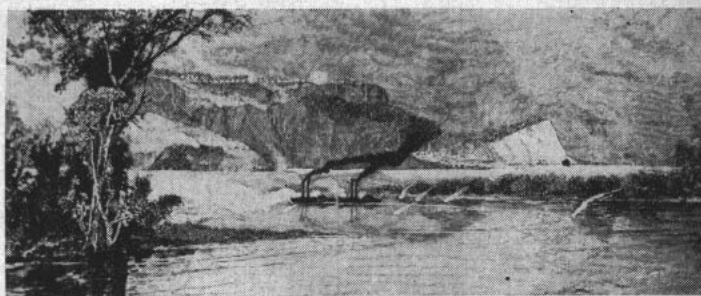
While close under the lee of the island and during a lull in the storm and in the firing, one of our pilots heard a Confederate officer shout, "Elevate your guns!"

"Yes, confound you," said the pilot, in a much lower key, "Elevate."

It is probable that the muzzles of those guns had been depressed to keep the rain out of them, and the officers, not expecting another night attack in such a storm, and arriving late, ordered the guns elevated just in time to save us from the direct fire of the enemy's heaviest fort; and this, no doubt, was the cause of our remarkable escape. Nearly all the enemy's shot went over us.

Having passed the principal batteries, we were greatly relieved from suspense. But there was another formidable obstacle in the way—a floating battery, which was the great "war elephant" of the Confederates, built to blockade the Mississippi permanently.

As we passed her she fired six or eight shots at us, but without effect. One ball struck the coal-barge and one was found later in a bale of hay; we found also one or two musket-bullets. We arrived at New Madrid about



GUNBOATS *Taylor* and *Lexington* are engaging Confederate batteries of Columbus, Ky., during Battle of Belmont.

midnight with no one hurt, and were most joyfully received by our army. At the suggestion of Paymaster Nixon, all hands "spliced the main brace."

This passage of Carondelet, according to the naval authority Admiral A. T. Mahan, USN, was "one of the most daring and dramatic events of the war and almost was the death blow to the Confederate defense of this position."

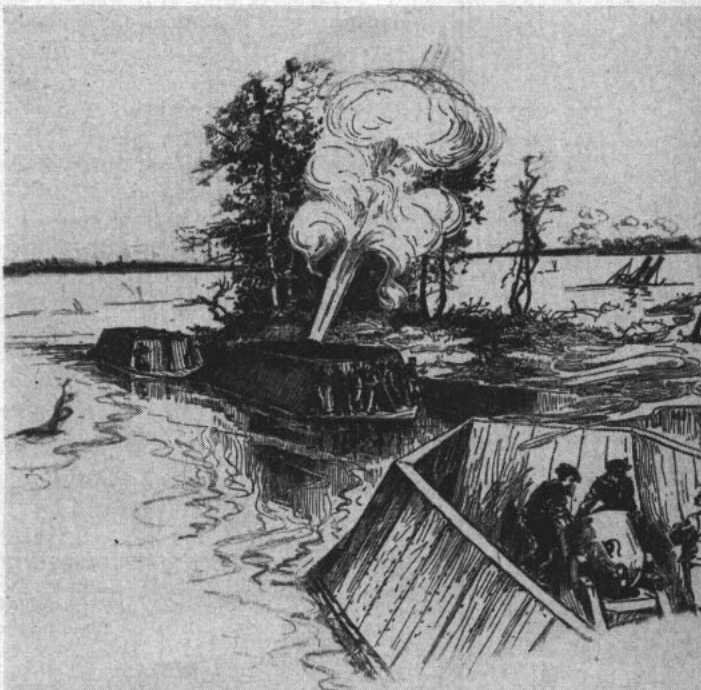
Events now followed in rapid succession. The Confederates, convinced they could not hold Island Number Ten, withdrew the major portion of their forces. The remainder surrendered to Flag Officer Foote on 7 April.

Union forces swept southward, capturing another strongpoint at Fort Pillow and steaming on to Memphis where, in a one-sided engagement, Union gunners sank four Confederate vessels and caused four more to flee. In a follow-up battle, one of these four was sunk and two others were captured.

It was the beginning of the end of Southern control of the lower Mississippi. Farragut had already captured New Orleans and now brought his fleet up to Vicksburg where he joined forces with the ironclad armada.

The great Mississippi had become a Federal right-of-way and was to remain in Union hands throughout the rest of the war.

MORTAR BOATS at Island No. 10 were last big obstacles that *Carondelet* passed unharmed on way to New Madrid.

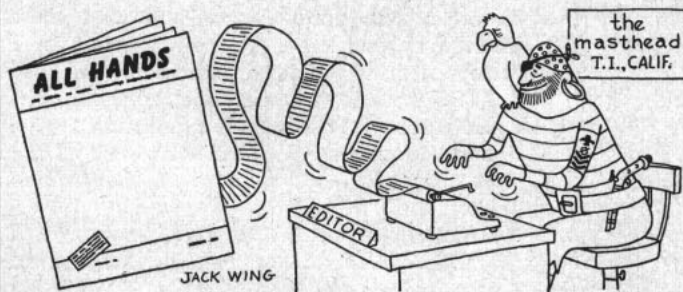


TAFFRAIL TALK

EACH month, ALL HANDS gets a mailbag full of voluntary contributions of news items forwarded to the magazine. Many concern odd facts or items of interest that have caught the eye of one of our readers, who in turn sends along the item to us for possible use.

Some items—the newsworthy ones—get into print for the next issue. Others go into our background file, to be used later.

Some contributors have been doing this sort of thing for years



and we have come to look for their contributions regularly. For example, Journalist First Class Felix Grosso, currently the editor of the *Treasure Island*, Calif., station paper, "The Masthead," has been sending items along steadily for some time.

★ ★ ★

Then there comes the interesting international fact, sent into us by a reader-contributor, that when the escort carrier *uss Belleau Wood* (CVL 24) was turned over to the French under the terms of the Mutual Defense Assistance Program, the French Navy, which will use the carrier to good purpose against the Communists in Indo-China, decided to retain the ship's name—but in French. Accordingly, on her stern she now sports her new moniker, "*Bois Belleau*."

★ ★ ★

Other "tips" concern various ships of the Fleet.

A story picked up from the pages of "The Polar Periscope" of the icebreaker *uss Staten Island* (AGB 5) tells how crewmen line the rails to take pictures and look at the polar bears—and how the polar bears look right back!

It seems that on last summer's trip to the ice lands to the North, a couple of the big white fellows came clumping right up to the side of the ship and "looked up the hawse pipe."

"If one of the bears had had a camera," the story goes, "he could have taken a pretty funny shot himself."

Usually the crunch of the ship as it breaks through the ice and continues on its way is enough to cause the bears to slide back into the water again—to wait around for more of those funny people to come by.

Another icebreaker story also takes a humorous turn. A newspaper clipping, sent in on *uss Edisto* (AGB 2), reads thus: "Although heavy ice floes had damaged the ship's screws, crushed her forward hull frames and ruptured a 7000-gallon aviation gasoline tank, *Edisto* was none the worse for wear!"

How's that again?

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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Distribution: By Section 8-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

● AT RIGHT: GETTING THE BIRD—Navymen all over the world are looking forward to Thanksgiving Day feast with traditional turkey and all of the trimmings.



PLAIN TALK



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